

REGION 2 RPA

Passenger Transportation Plan 2011

*Final Pending IDOT Approval and Policy Board Approval in July
May 18, 2010*



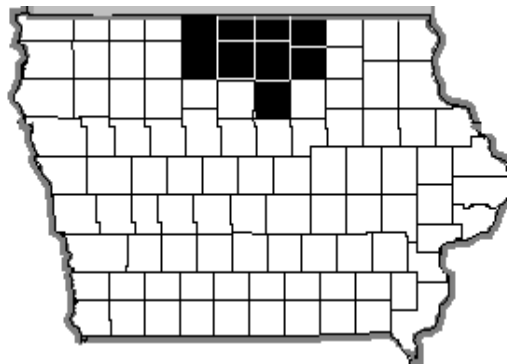
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SECTION ONE: Introduction and Process Discussion

The North Iowa Area Council of Governments (NIACOG) is Region 2 of the Iowa Association of Regional Councils. It is a voluntary association of local governments established for the purpose of promoting intergovernmental cooperation and strengthening local units of government. By working collectively through the Council of Governments, cities and counties can share professional and technical services they could otherwise not afford. Unlike municipalities and counties, NIACOG is not a unit of government, has no power to tax or to enact or enforce laws. NIACOG's basic financial support comes from participating units of local government.

The NIACOG Region 2 area consists of eight counties and 67 communities in north central Iowa. The counties are: Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago and Worth Counties. They cover a land area of 2,868,914 acres, or 4,482 square miles, with a current population of 133,820 according to the 2000 U.S. Census. Cities in the NIACOG region range in population size from 97 to 29,172 and counties range from 7,909 to 46,447 in size of population.



The North Iowa Area Council of Governments is a service oriented agency geared to assist member units of government and their affiliated groups. NIACOG is organized to meet daily and long term operational and planning needs for efficiency and effectiveness of the counties and the local units of government. NIACOG programs are a reflection of the needs of its members. Groups which have received assistance include city and county governments, school districts, local economic development corporations and community based groups and committees. Assistance is available in a variety of areas including: Community Development, Economic Development, Grant Writing and Administration, Housing, Personnel, Planning, Safety Training, Technical Assistance, Transit Administration, Transportation Planning, Recreation Planning and other community programs.

The creation of this document is the result of joint efforts from local transit providers, policy makers, units of government, human service organizations, and the general public. This document is meant to provide a better understanding of the passenger transportation services provided in past years and currently, as well as to serve as a guidance mechanism for future passenger transportation decisions. Background information on passenger transportation services, current operations, an evaluation of the needs of services, availability of financial resources, and a look at the future of passenger transportation for the planning region will all be illustrated in this document.

The Passenger Transportation Planning process is designed to coordinate health/human service transportation and public transit to promote and further develop the public transportation systems. Participating agencies include Mason City Transit, Region 2 Transit, Elderbridge Agency on Aging, United Way, Mercy Hospital of North Iowa, North Iowa Community Action, Cerro Gordo County Public Health and several human service agencies as providers of Region 2 Transit Services. The Region 2 Passenger Transportation Plan (PTP) will cover a five (5) year period (FY2011 – FY2014) and provide passenger transportation projects for inclusion in the regional Transportation Improvement Program (TIP). The PTP will provide the basis for efficient and effective passenger transportation resource allocation for operations, maintenance, and service development; as well as

determining/addressing service duplication and gaps in the provision of needed services. The PTP is a required element for the Region 2 RPA's annual Transportation Planning Work Program.

The plan is composed of several sections exploring and describing many aspects of the passenger transportation system in the Region 2 service area. **SECTION TWO: Inventory** provides a brief description of passenger transportation operations that exist in the service area. **SECTION THREE: Needs and Gap Analysis** will provide an overall background of the social and economic characteristics of the region and how these characteristics impact the passenger transportation providers and users. **SECTION FOUR: Funding** identifies financial resources from local, state and federal sources that could be utilized to maintain and improve the passenger transportation service delivery in the Region 2 area. **SECTION FIVE: Recommended Projects** includes identified projects for programming as well as generally descriptive goals and objectives for passenger transportation in the Region 2 area.

Minutes of the TAG meeting is provided as an attachment. Staff is looking at ways to increase participation by more health and human service providers.

SECTION TWO: Inventory

The Region 2 area is served by numerous public and private agencies that provide passenger transportation services. Transportation providers include the Region 2 Transit System, a primarily brokered regional transit system, Mason City Transit, a fixed route transit system, Mason City paratransit, private taxi services, intercity bus carriers, i.e. Jefferson Lines, and other transportation providers such as nursing homes, schools and other human service organizations.

Mason City Transit is a fixed-route service running on half-hour headways within the City. In 2009, the City of Mason City Transit Service provided 200,349 rides on the fixed route service. The system also contracts with Cerro Gordo Public Transit service for eligible patrons who need the assistance of an ADA certified wheelchair lift that are not able to access the fixed route service.

The Region 2 Transit System is the second, and the largest transit system in the Region. Region 2 Transit is a demand response system that provides approximately 480,316 rides in the eight county region. This particular system is brokered through 17 transit service providers which contract with NIACOG. NIACOG directly operates the Cerro Gordo Public Transit service. Participating local governments provide local support through taxes general funds or levies as decided at the local governmental level, and fares.

The two public transportation systems described above receive both federal and state capital, operating, and planning funds based on rides provided and locally determined income. A description of each transit service and providers follows. The PTP forms are included as appendices to this document.

MASON CITY TRANSIT SYSTEM

Mason City Public Transit consists of two basic services. The first is a fixed route system with five routes that serve all quadrants of the city. The system is based on a hub and spoke design with all routes meeting at the Transit Transfer station on the half-hour. The Transfer Station is located in downtown Central Park. The West Central Route serves the rapidly developing area to the west along Hwy. 122 with two buses; those buses alternate meeting at the Transfer station on the hour and half-hour. Mason City Public Transit provided passenger transportation to a wide variety of activities including to major medical and health centers, human service providers, shopping, churches, nursing homes, North Iowa Community College and sheltered workshops to name just a few.

The second service offered by Mason City Public Transit is a paratransit service provided under contract to the City by Cerro Gordo Public Transit (CGPT). This ADA-required complementary paratransit service provides transportation to Mason City residents, city-wide, who are unable for various reasons to use the ADA accessible fixed route service. The paratransit service is considered a demand, door-to-door service that operates during all of the hours and days of the week that the Mason City fixed route service operates. Both services operate daily Monday - Friday from 6:30 am - 6:00 pm with the exception of the major holidays. Persons interested in utilizing the paratransit service must complete an application and be determined to be eligible for the services. An eligibility panel comprised of human service providers, transit administrators and users evaluate the application to determine if a person meets the eligibility requirements.

The following page illustrates the entire Mason City Public Transit fleet.

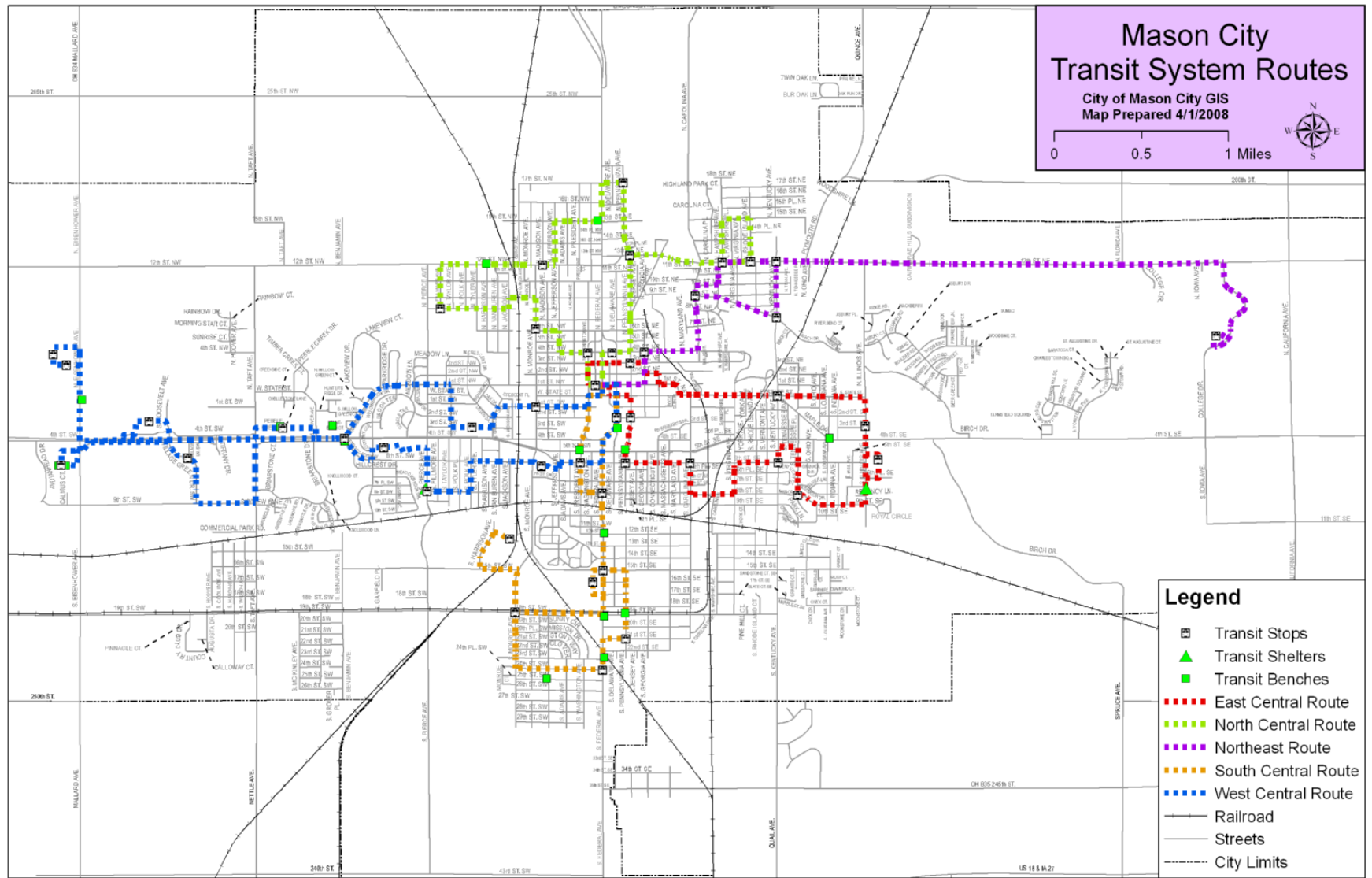
Transportation
Provider:

Mason City Transit

Date Prepared: Feb. 2010

Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/ Wheelchairs	Base Location	Assignments	No. of Hours Per Week Used	Is it Used Evg/Wknd?	Projected Annual Miles
1996 Ford Supreme	31	21 / 2	Mason City	Fixed Route	55	No	10,000
2000 Ford El Dorado	36	21 / 2	Mason City	Fixed Route	55	No	10,000
2003 Ford Champion	37	18 / 2	Mason City	Fixed Route	55	No	10,000
2004 Ford Champion	38	12 / 2	Mason City	ParaTransit	?	No	10,000
2005 Ford Supreme	39	18 / 2	Mason City	Fixed Route	55	No	10,000
2005 Ford Supreme	40	18 / 2	Mason City	Fixed Route	55	No	10,000
2005 Ford Supreme	41	18 / 2	Mason City	Fixed Route	55	No	10,000
2006 Ford Startrans	42	16 / 6	Mason City	ParaTransit	?	No	10,000
2006 Ford Startrans	43	18 / 2	Mason City	Fixed Route	55	No	10,000

The following page illustrates the various fixed routes provided by the Mason City Transit Service.



REGION 2 TRANSIT SYSTEM

Passenger transportation in this eight county, Region 2 area, is purchased from local governments, private operators, human service agencies or municipal providers. The budget is made up of contracts with transit providers, State Transit Assistance, Federal 5309 Discretionary Capital funds, Federal 5311 Non-Urbanized Formula Operating funds, and fares. NIACOG contracts with 17 transit providers to operate a demand-response and/or subscription transit service. Transit providers are located in nine (9) cities and all eight (8) counties in the Region 2 area. Each contracted transit provider, many of them being a human service provider, has their own facilities and employees on site. NIACOG leases the transit vehicles to the providers.

Contracts with transit providers and agencies are continually adjusted to better meet the demands on the services, as well as, the expense. Each of the county-wide transit providers provide service outside of their own county, establishing a region-wide system.

Region 2 Transit requires local participation from counties toward the operating cost of the transit system. Due to the need for additional transit service, particularly, region-wide service, a \$0.89 per capita fee is assessed, with agreement from the local entities, for the operation of transit services.

The State's transit systems compete for federal capital funding. The Federal Transit Administration, FTA, requires a threshold of 100,000 miles/4 years be reached before a vehicle can be replaced or rehabilitated, although a 120,000 miles/5 year replacement is the schedule that Region 2 uses for light duty vehicles. The system requires 15 replacement vehicles per year to maintain a five-year fleet replacement schedule, although FTA 5309 Discretionary Capital funding is generally not funded at a high enough level to maintain this schedule. The typical vehicle bought by Region 2 is the Light Duty Diesel Bus with ADA equipment programmed to cost approximately \$85,000, according to the IDOT's programming guidance.

The RPA 2 STP funds are a resource that the Region 2 Transit system has utilized to fund expansion vehicles in the fleet. Mason City Transit can also access this funding, but has yet to do so. Part of this may be that the Region 2 System is utilizing this funding for expansion vehicles whereas the Mason City Transit System would be replacing vehicles, which is not seen as palatable to the existing RPA committees.

Region 2 Transit - Current Vehicle Characteristics

	<u>Vehicles</u>	<u>With Lift or Ramp</u>	<u>With ADA Standards</u>
Revenue Vehicles	91	91	91
Large Buses:	0	0	0
Small Buses:	84	84	84
Vans:	5	0	0
Minivans:	2	2	2

Some service providers for Region 2 are "client-based". They consist of human service agencies, which provide rides for clients, in addition to the City/County service they provide. These services are also open to the public. Client-based services are operated using Region 2 Transit vehicles. However, they do not receive any operating money from Region 2 Transit. The client-based agency pays an annual replacement fee for the use of the vehicles. This fee is calculated based on the IDOT's Programming Guidance and the useful life of the vehicle.

The Region 2 Transit System provides transit service to the public throughout the eight county region of Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago, and Worth counties.

Transit services are provided by contractors within this region, and their schedules of service are as follows:

CERRO GORDO COUNTY

Clear Lake Area Responsive Transit (the C.A.R.T.)

Where Service Provided:	Within the City limits of Clear Lake
Type of Service:	Demand Response
Days of Service:	Monday through Friday
Hours of Service:	7:30 a.m.-5:30 p.m., Mon.-Fri.
To Arrange Ride:	Call C.A.R.T. at (641)357-3007

Cerro Gordo Public Transit

Where Service Provided:	Within Cerro Gordo County
Type of Service:	Demand Response
Days of Service:	Monday through Friday
Hours of Service:	8:00 a.m. - 5:00 p.m.
To arrange ride:	Call Cerro Gordo Public Transit at (641)423-2262

FLOYD COUNTY

Charles City Transit

Where service provided:	Within the City limits of Charles City
Type of service:	Demand Response
Days of Service:	Monday through Friday
Hours of Service:	8:00 a.m. - 5:00 p.m.
To arrange Ride:	Call Charles City Transit at (641)228-6846

Floyd County Transit

Where service provided:	Within Floyd County
Type of service:	Demand Response
Days of Service:	Monday through Friday
Hours of Service:	8:00 a.m. - 5:00 p.m.
To arrange Ride:	Call Charles City Transit at (641)228-6846

Rockford Sunset Generation

Where Service Provided:	Within the City of Rockford
Type of Service:	Demand Response
Days of Service:	Monday through Friday
Hours of Service:	10:30 a.m. - 4:30 p.m.
To arrange Ride:	Call Rockford Sunset Generation at (641)756-3581

FRANKLIN COUNTY

Franklin County Transit

Where Service Provided:

Type of Service:

Days of Service:

Hours of Service:

To arrange Ride:

Within Franklin County

Scheduled and Demand Response

Monday through Friday

8:00 a.m. - 5:00 p.m.

Call Hampton Senior Center at (641) 456-5191 or

Call Access, Inc. at (641)456-2532

HANCOCK COUNTY

Hancock County Transit

Where Service Provided:

Type of Service:

Days of Service:

Hours of Service:

To arrange Ride:

Within Hancock County

Scheduled and Demand Response

Monday through Friday

8:00 a.m. - 5:00 p.m.

Call Opportunity Village at (641) 923-3333

KOSSUTH COUNTY

Algona Transit

Where Service Provided:

Type of Service:

Days of Service:

Hours of Service:

To arrange Ride:

Within the City of Algona

Demand Response

Monday through Friday

8:00 a.m.-4:30 p.m.

Call Algona Transit at (515)295-2878

Kossuth County Transit

Where Service Provided:

Type of Service:

Days of Service:

Hours of Service:

To arrange Ride:

Within Kossuth County

Scheduled, Demand Response

Monday - Friday

8:00 a.m.- 5:00 p.m.

Call Exceptional Opportunities at (515)924-3251

MITCHELL COUNTY

Mitchell County Transit

Where Service Provided:

Type of Service:

Days of Service:

Hours of Service:

To arrange Ride:

Within Mitchell County

Modified Demand Response

Monday through Friday

8:00 a.m.- 5:00 p.m.

Call Osage Senior Citizens at (641)732-4260

WINNEBAGO COUNTY

Lake Mills Transit

Where Service Provided:

Type of Service:

Days of Service:

Hours of Service:

To arrange Ride:

Within the City of Lake Mills

Demand Response

Monday through Friday

8:30 a.m. - 4:30 p.m.

Call Lake Mills Senior Center at (641)592-9841

WINNEBAGO COUNTY (Continued)

Forest City Transit

Where Service Provided:	Within City of Forest City
Type of Service:	Demand Response
Days of Service:	Monday through Friday
Hours of Service:	7:30 a.m. - 5:00 p.m.
To arrange Ride:	Call Forest City Transit at (641)585-4954

Winnebago County Transit

Where Service Provided:	Within Winnebago County
Type of Service:	Demand Response
Days of Service:	Monday - Friday
Hours of Service:	8:00 a.m. - 5:00 p.m.
To arrange Ride:	Call Krysilis, Inc. at (641)585-2435

WORTH COUNTY

Northwood Transit

Where Service Provided:	Within the City of Northwood
Type of Service:	Demand Response
Days of Service:	Monday through Saturday
Hours of Service:	M - F - 8:00 a.m. - 4:30 p.m.
To arrange Ride:	Call the Northwood Transit at (641)324-1387

Worth County Transit

Where Service Provided:	Within Worth County
Type of Service:	Demand Response
Days of Service:	Monday through Friday
Hours of Service:	7:30 a.m. - 5:00 p.m.
To arrange ride:	Call Worth County Public Health at (641)324-1741

Following is a listing of the entire Region 2 Fleet.

REGION 2 TRANSIT SYSTEM						
VEHICLE INVENTORY						
ID	Description	Equipment Type	Vehicle Class Size	ADA Compliant	Odometer Read Date	Odometer Reading
30	1996 Ford Supreme	LDB	176	Y	7/1/2009	247044
38	2004 Ford/Champion 138wb ADA Light Duty Bus	LDB	138	Y	7/1/2009	106196
42	2006 FORD SUPREME	LDB	158	Y	7/1/2009	75655
2003	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	212674
2004	2005 Ford/Supreme	LDB	176	Y	7/1/2009	93434
2005	2001 Standard Mini Van	MV		N	7/1/2009	185046
2006	2001 Standard Mini Van	MV		N	7/1/2009	194744
7001	1998 Chevy Freedom One	MV		Y	7/1/2009	144489
8005	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	326644
8006	2007 Sprinter Paratransit	LDB	158	Y	7/1/2009	38766
8007	2007 Sprinter Paratransit	LDB	158	Y	7/1/2009	50777
9006	2006 Ford F-250 Pick up truck 4x4	MPT		N	7/1/2009	17515
9008	2006 Ford/Supreme	LDB	138	Y	7/1/2009	65287
9009	2005 4 Wheel Drive Utility Tractor	T		N	7/1/2009	210
9010	2008 Ford/Eldorado	LDB	158	Y	7/1/2009	6908
9011	2008 Ford/Eldorado	LDB	158	Y	7/1/2009	13771
9012	2008 Ford/Eldorado Aerotech	LDB	176	Y	7/1/2009	8825
9013	1999 DODGE	MPT		N	7/1/2009	47303
9014	2009 Ford / Eldorado	LDB	176	Y	10/12/2009	532
9015	2008 Ford/Supreme	LDB	176	Y	11/9/2009	14601
A001	1998 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	192091
A002	2006 Ford/Supreme	LDB	138	Y	7/1/2009	33682
A003	2009 Ford/Eldorado	LDB	158	Y	7/1/2009	2014
B010	2007 Ford/Eldorado	LDB	176	Y	7/1/2009	80888
B011	2009 Ford / Eldorado 176" LD ADA bus	LDB	176	Y	7/14/2009	550
D049	1998 Ford Econoline	SV		N	7/1/2009	100930
D050	1998 Ford Econoline	SV		N	7/1/2009	88962
D051	1998 Ford Econoline	SV		N	7/1/2009	124004
D052	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	60406
D053	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	65904
D054	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	62937
D055	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	134081
D056	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	110554
D057	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	58829
D058	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	86446
D059	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2009	121119
D060	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2009	36408
D061	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2009	56598
D062	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2009	66489
D063	2005 Ford/Supreme	LDB	176	Y	7/1/2009	23296
D064	2005 Ford/Supreme	LDB	158	Y	7/1/2009	9476

D065	2005 Ford/Supreme	LDB	158	Y	7/1/2009	63006
D066	2006 Ford / Supreme Light Duty Bus - Diesel	LDB	158	Y	7/1/2009	7765
D067	2007 Ford/EIDorado	LDB	176	Y	7/1/2009	5855
D068	2007 Ford/EIDorado	LDB	176	Y	7/1/2009	11116
D069	2007 Ford/EIDorado	LDB	158	Y	7/1/2009	24070
D070	2007 Ford/EIDorado	LDB	158	Y	7/1/2009	6782
D071	2007 Ford/EIDorado	LDB	158	Y	7/1/2009	7282
D072	2007 Ford/EIDorado	LDB	158	Y	7/1/2009	3943
D073	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	535
D074	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	1106
D075	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	541
D076	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	550
D077	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	509
D078	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	522
D079	2009 Ford / ElDorado	LDB	176	Y	10/12/2009	550
D080	2009 Ford / ElDorado	LDB	176	Y	10/12/2009	520
F006	2009 Ford / ElDorado 158" LD ADA bus	LDB	158	Y	7/15/2009	550
F007	2009 Ford/EIDorado	LDB	176	Y	8/18/2009	526
G010	1998 Ford Econoline	SV		N	8/19/2009	172692
G012	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	219117
G013	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2009	164124
G015	2005 Ford/Supreme	LDB	158	Y	7/1/2009	40463
G016	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2009	50677
G017	2009 Ford Eldorado	LDB	158	Y	7/1/2009	540
G018	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	550
J003	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	296365
J004	2005 Ford/Supreme	LDB	176	Y	7/1/2009	186428
J005	2009 Ford / ElDorado 176" LD ADA bus	LDB	176	Y	7/14/2009	525
M005	2001 Ford Supreme bus	LDB	138	Y	7/1/2009	133988
N008	1996 Ford ElDorado Aerolite	LDB	138	Y	7/1/2009	360018
N009	1996 Ford ElDorado Aerolite	LDB	138	Y	7/30/2009	314249
N011	2002 Ford Edorado Aerolite	LDB	138	Y	7/1/2009	188682
N012	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2009	99085
N013	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2009	84786
N014	2006 Ford/Supreme	LDB	138	Y	7/1/2009	69292
N015	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	535
N016	2009 Ford / ElDorado	LDB	176	Y	10/12/2009	525
P001	2005 Ford / Supreme 138" LD Bus - Diesel	LDB	138	Y	7/1/2009	10630
S017	1996 Ford ElDorado Aerolite	LDB	138	Y	7/1/2009	207818
S019	2000 Ford Supreme - part of Contingency Fleet 10-5-09	LDB	138	Y	7/1/2009	112088
S020	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2009	51052
S021	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2009	50210
S022	2006 Ford/Supreme	LDB	138	Y	7/1/2009	48054
S023	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	518
S024	2009 Ford / ElDorado	LDB	176	Y	10/12/2009	523
U001	1996 Ford Windstar	MV		Y	7/1/2009	70672
U002	2001 Ford Spreme bus	LDB	138	Y	7/1/2009	64988
W004	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	74982

SCHOOL DISTRICTS

School districts are a major provider of passenger transportation services to their students. Generally, school bus fleets are only utilized by students and not the traveling public. Region 2 Transit does provide some passenger transportation to students. The following table illustrates the costs of student transportation in the RPA 2 area.

2005-2006 Annual Trans. Data for Iowa Public Schools									
<i>Revised 12/20/06</i>	Enroll	Route Miles	Non- Route Miles	Operating Cost	Net Students Trans	Ave # Per Pupil Trans	Ave Cost Per Pupil Enrolled	Ave Cost Per Mile	District Square Miles
District Name									
Algona	1199	186601	38013	\$266,200.19	904	\$294.53	211.91	\$1.43	284
CAL	280	48262	14686	\$106,596.67	294	\$362.33	407.92	\$2.21	117
Charles City	1633	137010	55299	\$243,210.94	441	\$552.00	143.21	\$1.78	224
Clear Lake	1405	89415	30000	\$364,263.01	636	\$573.19	163.65	\$4.07	86
Corwith-Wesley	190	43732	5931	\$85,321.59	90	\$948.02	466.79	\$1.95	102
Forest City	1317	128245	51415	\$327,072.12	927	\$352.90	222.01	\$2.55	188
Garner-Hayfield	797	50016	22381	\$127,836.77	259	\$494.34	172.2	\$2.55	106
Hampton-Dumont	1227	129425	38327	\$304,018.96	305	\$997.76	262.61	\$2.35	239
Lake Mills	679	100227	16683	\$239,064.21	439	\$544.57	328.72	\$2.38	184
LuVerne	107	25854	10798	\$53,652.77	60	\$894.21	512.76	\$2.08	79
Mason City	4109	202951	87597	\$495,887.75	1777	\$279.07	142.37	\$2.45	95
Meservey-Thornton	169	37768	4077	\$86,908.92	116	\$751.81	378.21	\$2.30	78
Nora Springs-Rock Falls	412	54076	9438	\$139,241.86	244	\$571.13	341.35	\$2.58	89
North Central	551	44481	6778	\$144,377.35	346	\$417.28	191.23	\$3.25	124
North Iowa	599	119406	30235	\$280,153.19	451	\$621.18	353.9	\$2.35	312
North Kossuth	347	106151	20020	\$202,769.39	310	\$654.52	516.52	\$1.91	225
Northwood-Kensett	540	60291	18402	\$146,298.15	230	\$636.36	244.04	\$2.43	166
Osage	1005	106114	25439	\$254,304.80	479	\$531.46	257.6	\$2.40	227
Riceville	396	86953	42477	\$150,241.69	391	\$384.05	475.71	\$1.73	224
Rockwell-Swaledale	378	52386	12262	\$155,522.83	126	\$1,230.40	390.24	\$2.97	126
Rudd-Rockford-Marble Rk	596	108950	24225	\$262,937.35	387	\$679.78	403.28	\$2.41	205
St Ansgar	733	113990	19466	\$306,007.10	632	\$484.19	312.27	\$2.68	244
Sheffield-Chapin	335	67970	9567	\$87,906.79	208	\$422.63	240	\$1.29	110
Titonka Consolidated	207	36185	12544	\$65,735.24	103	\$639.45	317.72	\$1.81	81
Ventura	295	55286	13192	\$109,567.42	185	\$592.26	359.27	\$1.98	92
West Hancock	641	99144	19274	\$252,266.46	222	\$1,136.34	293.89	\$2.54	212
Woden-Crystal Lake	149	32400	12244	\$65,042.52	142	\$458.37	454.04	\$2.01	81
TOTALS & AVERAGES	20296	2323289	650770	\$5,322,406.04	10701	\$497.38	\$262.24	\$2.29	4300

2007-2008 Annual Transportation Data for Iowa Public Schools									
<i>Revised 1/15/09</i>	Enroll	Route Miles	Non- Route Miles	Net Operating Cost	Ave # Students Trans	Ave Cost Per Pupil Trans	Ave Cost Per Pupil Enrolled	Ave Cost Per Mile	District Square Miles
District Name									
Algona	1270	174,349	31,665	\$280,580.69	877.5	\$319.75	\$220.93	\$1.61	284
Belmond-Klemme	675	65,062	21,025	\$201,753.86	271	\$744.48	\$298.89	\$3.10	204
CAL	286	49,463	11,398	\$110,571.77	290.7	\$380.36	\$386.61	\$2.23	117
Charles City	1580	124,396	61,322	\$262,723.31	417	\$630.03	\$166.28	\$2.11	224
Clear Lake	1394	85,286	40,275	\$306,037.25	654.2	\$467.80	\$219.54	\$3.59	86
Corwith-Wesley	159	29,013	19,688	\$67,320.42	96	\$701.25	\$423.40	\$2.32	102
Forest City	1286	111,768	55,097	\$332,687.87	920.1	\$361.58	\$258.70	\$2.97	188
Garner-Hayfield	828	47,086	21,092	\$148,808.79	202.1	\$736.31	\$179.72	\$3.16	106
Hampton-Dumont	1183	122,017	47,169	\$316,745.12	302.8	\$1,046.05	\$267.75	\$2.60	239
Lake Mills	729	90,863	10,283	\$260,112.60	369.9	\$703.20	\$356.81	\$2.86	184
LuVerne	54	31,728	6,350	\$75,264.49	54	\$1,393.79	\$1,393.79	\$2.37	79
Mason City	3913	118,078	14,749	\$617,334.15	1825.7	\$338.14	\$157.76	\$5.23	95
Nora Springs-Rock Falls	432	84,929	9,292	\$234,916.56	409.4	\$573.81	\$543.79	\$2.77	89
North Central	481	86,721	13,979	\$240,490.42	221	\$1,088.19	\$499.98	\$2.77	124
North Kossuth	281	92,802	20,439	\$173,983.55	250.7	\$693.99	\$619.16	\$1.87	225
Northwood-Kensett	492	56,339	17,058	\$184,247.31	224.4	\$821.07	\$374.49	\$3.27	166
Osage	998	99,462	23,100	\$328,194.50	499	\$657.70	\$328.85	\$3.30	227
Riceville	349	86,619	41,366	\$205,627.24	297.4	\$691.42	\$589.19	\$2.38	224
Rockwell-Swaledale	311	48,164	10,121	\$146,689.94	127.6	\$1,149.61	\$471.67	\$3.04	126
Rudd-Rockford-Marble Rk	531	109,661	18,605	\$304,877.59	430.2	\$708.69	\$574.16	\$2.78	205
Sheffield Chapin	431	73,879	18,883	\$196,099.46	297.9	\$658.27	\$454.99	\$2.66	110
St Ansgar	697	140,954	19,301	\$322,138.56	622.9	\$517.16	\$462.18	\$2.28	244
Titonka Consolidated	137	31,815	7,994	\$49,755.50	102	\$487.80	\$363.18	\$1.57	81
Ventura	333	47,896	12,310	\$128,154.34	167.6	\$764.64	\$384.85	\$2.68	92
West Hancock	631	97,686	33,319	\$239,486.70	223.2	\$1,072.97	\$379.54	\$2.45	212
Woden-Crystal Lake	136	29,150.00	27,216	\$57,403.19	133	\$431.60	\$422.08	\$1.97	81
TOTALS & AVERAGES	19,597	2,135,186	613,096	\$5,792,005.18	395.67	\$697.68	\$415.32	\$2.69	4,114

The above charts illustrate the difficulties faced by school districts. Enrollment has declined in many districts, while the cost of transporting students has risen. Cooperation between passenger transportation providers and school districts, as well as legislation to make cooperating easier could be of benefit to all.

In the following chart, each school district and school transportation provider is identified, as is the capacity (number of seats) and the count of capacity (number of buses with that capacity). While many school busses would not be compatible with other transportation needs, there can be efforts at identifying which routes or busses are not at capacity, or are costly to operate. School districts could utilize the public transportation services for routes that don't need a full size school bus, or a smaller vehicle is not available to the district.

District Name	Capacity	Count Of Capacity
AGWSR	14	1
AGWSR	53	1
AGWSR	54	3
AGWSR	59	3
AGWSR	65	3
AGWSR	66	2
AGWSR	72	4
Algona	36	1
Algona	59	1
Algona	65	8
Algona	66	2
Algona	72	2
Algona	78	3
Algona	84	1
Bishop Garrigan	43	1
Bishop Garrigan	59	3
Bishop Garrigan	65	1
BCLUW	24	1
BCLUW	54	1
BCLUW	59	2
BCLUW	65	6
BCLUW	72	2
BCLUW	84	3
West Hancock	11	1
West Hancock	48	3
West Hancock	53	1
West Hancock	60	1
West Hancock	65	4
West Hancock	77	1
West Hancock	78	1
North Iowa	24	1
North Iowa	47	1
North Iowa	53	2
North Iowa	59	2
North Iowa	65	4
North Iowa	72	3
North Iowa	77	1
CAL	49	1

CAL	54	1
CAL	65	2
CAL	66	1
CAL	72	2
CAL	78	1
Charles City	36	1
Charles City	65	10
Charles City	71	2
Charles City	72	3
Charles City	77	1
Charles City	83	1
Clear Lake	28	1
Clear Lake	43	1
Clear Lake	65	4
Clear Lake	71	2
Clear Lake	78	8
Clear Lake	84	1
Corwith-Wesley	16	1
Corwith-Wesley	53	1
Corwith-Wesley	60	2
Corwith-Wesley	65	2
Forest City	21	1
Forest City	23	1
Forest City	65	15
Forest City	82	1
Garner-Hayfield	53	3
Garner-Hayfield	65	4
Hampton-Dumont	19	1
Hampton-Dumont	30	1
Hampton-Dumont	59	4
Hampton-Dumont	60	2
Hampton-Dumont	66	1
Hampton-Dumont	72	9
Hampton-Dumont	78	1
Lake Mills	54	1
Lake Mills	59	1
Lake Mills	60	1
Lake Mills	65	6
Lake Mills	84	2
Mason City	5	1

Mason City	7	1
Mason City	21	2
Mason City	22	1
Mason City	28	2
Mason City	65	8
Mason City	66	5
Mason City	72	11
Mason City	77	4
Newman Catholic	22	1
Newman Catholic	64	1
Newman Catholic	65	2
Meservey-Thornton	59	1
Meservey-Thornton	65	2
Meservey-Thornton	70	1
North Central	32	1
North Central	59	1
North Central	65	1
North Central	66	1
North Central	71	2
North Central	72	1
North Central	78	3
North Kossuth	47	1
North Kossuth	65	7
Northwood-Kensett	53	1
Northwood-Kensett	59	8
Osage	14	1
Osage	59	1
Osage	60	1
Osage	65	1
Osage	66	7
Osage	71	3
Riceville	9	1
Riceville	59	4
Riceville	65	3
Riceville	66	2
Riceville	84	1
Rockwell-Swaledale	53	2

Rockwell-Swaledale	59	5
Rockwell-Swaledale	72	1
St Ansgar	30	1
St Ansgar	65	5
St Ansgar	66	1
St Ansgar	71	1
St Ansgar	72	2
St Ansgar	78	2
St Ansgar	84	1
Sheffield-Chapin	59	2
Sheffield-Chapin	60	1
Sheffield-Chapin	65	4
Titonka Consolidated	10	1
Titonka Consolidated	54	2
Titonka Consolidated	60	3
Ventura	47	1
Ventura	66	3
Ventura	72	2
Ventura	77	1
Woden-Crystal Lake	54	2
Woden-Crystal Lake	60	2
North Iowa Community	16	2
North Iowa Community	21	9
Huffman Coach	16	3
Huffman Coach	52	1
Huffman Coach	65	4
Huffman Coach	71	1
AEA 267	18	2
AEA 267	19	2
AEA 267	20	1
AEA 267	22	1
AEA 267	23	2
AEA 267	26	2
AEA 267	29	1
AEA 267	30	2

An opportunity for coordination or sharing of resources between school systems and passenger transportation providers does exist and has been demonstrated in several urban and rural transit systems. A study completed in 2003 by the Center for Transportation Research and Education (CTRE) for the IDOT demonstrated savings of over \$1,000,000 was realized throughout the State through coordination efforts. The study also indicated there were many obstacles to coordination, but that if both parties were willing to work together, some of those differences could be resolved.

It should be noted in the first line of the excerpt below, *“In rural areas, nearly every regional transit system carries students with disabilities for at least one school district using lift-equipped small buses*

that they already operate for transit service.” Many times school districts or the private contractors that provide school transportation are not able to efficiently transport students with disabilities. This is where the transit systems have stepped in to provide this services as many of the transit vehicles in the existing fleet are equipped with lifts and are ADA compliant.

In rural areas, nearly every regional transit system carries students with disabilities for at least one school district using lift-equipped small buses that they already operate for transit service. This relieves the school districts of buying special-purpose vehicles for a small number of students. Another form of coordination in rural areas is the use of small transit buses to carry school children that live in locations hard to serve efficiently with larger school buses. The regions’ transit buses provide a subscription service for these students, typically saving the school district the cost of another bus and driver. Eleven transit agencies engage in this type of coordination. Two transit agencies have a contractual relationship with school districts to carry Head Start students.

The clear message is that coordination occurs when circumstances offer a win-win opportunity and managers are willing to work together. Typically this occurs when a public transit agency has capacity or a small, lift-equipped vehicle fleet that meets a school transportation need, saving the school district at least one vehicle and driver.

The Mid-Iowa Development Association (MIDAS) regional transit authority out of Fort Dodge operates and manages the Manson-Northwest Webster school bus system under contract. MIDAS also contracts with the Webster City and Pocahontas School Systems to transport students with disabilities using MIDAS vehicles. Coordination with Manson- Northwest Webster began when the director of school bus transportation retired, and the school district was unable to find a replacement. MIDAS already possessed the needed expertise. The contracts with Webster City and Pocahontas save the school districts the cost of a school bus manager. (Coordination Of Transit And School Busing In Iowa, CTRE 2003

In the City of Mason City, students as well as the schools utilize the Mason City Transit service. The service provides rides to 7,539 students at a fare of \$0.50. Some of these rides are students at a bus stop while others are ones in which the Mason City schools provided transportation services to students through the purchase of tickets that are given to the students. The students that receive the tickets from the school are students that generally require transportation for a variety of reasons, including family need and behavioral issues such as being barred from school buses.

Region 2 Transit provided 51,902 student rides in 2008 through the regional system as well. These rides are generated through contracts between providers and schools as well as public rides.

The following entities also provide some degree of transportation service in the Region. The transportation they provide though is mainly for their clients or they are a user of the Mason City Para Transit Service or the Region 2 Transit System.

American Cancer Society Volunteer drivers for cancer center patients only. The service is available Monday through Friday and is free to the patients. Provided through North Iowa Mercy Health Center serving 22 counties and utilizing Region 2 Transit vehicles through special ticket sales.

Comprehensive Systems Free van service in Mason City area only for patients. Also a Region 2 Transit provider.

Department of Human Services Free car and/or van service for DHS clients. Serve entire state.

Francis Lauer Youth Services Two cars and two vans provide free service for residents of Francis Lauer. Serve the Midwest. Service provided for clients.

Gerard of Iowa Car and van service provided free to residents of Gerard. Serve the Midwest.

Huffman Transportation Provide service to Mason City Schools, and a van service for North Iowa. Huffman has just began a charter service to the Region 2 counties plus Wright, Butler, Chickasaw, and Bremer Counties to connect to all of Iowa.

Area Education Agency 267 Car, van and school bus service free to students involved in an instructional program with AEA.

North Iowa Area Community College Car and van service for sponsored school athletics and activities. No geographical limits. Some trips charged to the department.

NIMHC ADA van service free to patients of a regional hospital association serving Algona, Belmond, Britt, Cresco, Hampton, Iowa Falls, New Hampton and Eldora.

North Iowa Transition Center Car service free to clients.

North Iowa Vocational Center Free van service to employees of NIVC.

Salvation Army Provides free van service to members of their services. Serve Rockwell, Ventura, Clear Lake, and Mason City.

Veteran's Affairs Volunteer drivers provide free van service for Veterans only to the VA Medical Center in Des Moines.

YMCA Van service for kindergarten through fifth grade students in the Mason City schools. Free service for low-income children.

Private passenger transportation service providers include one taxi, KC Cab, and two limousine services, Enchanted Evening Limousine Services and Odyssey Limousine, licensed in Mason City. Jefferson Lines is an intercity bus service that operates throughout the Midwest. The Region 2 Transit system and Jefferson Lines have coordinated marketing in the past to highlight that you can travel nearly anywhere utilizing public

transit and Jefferson Lines. Jefferson has many stops throughout the Midwest and Iowa. A new route for Jefferson Lines was the Mason City to Iowa City route that it was hoped would meet the needs of persons for medical trips to Iowa City. Unfortunately, due to scheduling and other issues this was not seen as a feasible opportunity. Jefferson lines has stops in Clear Lake, Mason City, Waverly, Cedar Falls, Waterloo, Cedar Rapids, Ames, Des Moines, Iowa City and many others throughout Iowa

Trips, Mileage and Rides

The following is a report of activity of the Region 2 Transit System for 2009:

North Iowa Area Council of Governments/Region 2 Transit 2009 Year-End Report on Transit Operations

Contract/Service	Other System Counts	Total Rides	Elderly Rides	Disabled Rides	Vehicle Miles	Revenue Miles	Revenue Hours	Operating Costs
Access Incorporated								
Franklin County Transit		26756	4152	14040	113235	99115	7275	215988
City of Algona								
Algona Transit		7904	3009	2146	14721	14721	1912	46066
Chalres City Transit								
Charles City Transit		57105	14713	9175	59974	57772	5323	199230
Floyd County Transit		10937	1681	5923	147556	127548	3884	106612
SUBTOTAL		68042	16394	15098	207530	185320	9207	305842
Comprehensive Systems, Inc.								
Comprehensive Systems		129469	0	103338	83241	81785	3647	74036
Exceptional Opportunities, Inc.								
Kossuth County Transit		1406	844	260	44686	43104	1896	66096
Exceptional Opportunities		17030	766	11945	95639	83949	5184	93573
SUBTOTAL		18436	1610	12205	140325	127053	7080	159669
City of Charles City Foster Grand.								
Foster Grandparents		16007	16007	0	11095	11095	1743	25885
City of Lake Mills								
Lake Mills Transit		5652	2060	1295	7582	7318	1807	24967
North Central Human Services, Inc.								
Winnebago County Transit		6794	599	5218	77672	77672	2080	98390
North Central Human Services		34729	0	24648	44059	44059	3383	57819
Forest City Transit		9367	2523	5920	17280	15551	1862	46310
SUBTOTAL		50890	3122	35786	139011	137282	7325	202519
City of Northwood								
Northwood		7894	3242	333	10254	9399	1883	46222

Transit

Opportunity
Village, Inc.
Garner Work
Center

13196	370	12794	54207	53663	3164	64918
23741	2694	20033	41225	40812	5304	149865

Hancock County
Transit

3009	2252	624	75659	57495	4544	133119
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SUBTOTAL

39946	5316	33451	171091	151970	13012	347902
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Osage Senior
Citizens Center

Mitchell County**Transit**

4426	3580	234	81918	81918	3817	78532
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NIACOG

Cerro Gordo
Public Transit

30842	4217	9758	122458	122458	8906	221300
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Cerro Gordo
JA/RC

3327	464	1741	43113	43113	2360	52128
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Administration

0	0	0	0	0	0	249820
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SUBTOTAL

34169	4681	11499	165571	165571	11266	523248
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**Mason City ADA
Paratransit**

482	36406	17132	16260	95632	95632	8499	237009
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Rockford Sunset
Generation

Rockford**Transit**

53	53	0	952	617	101	1574
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Worth County
Public Health
Nursing

**Worth County
Transit**

7268	1551	3570	105863	105078	4150	95088
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Good Samaritan
Communities

Good Sam -**Algona**

2248	2054	0	5918	5779	1040	4081
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Osage
Communtiy Day
Care

Osage

**Community Day
Care**

7511	0	0	3097	3097	212	5033
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6th Judicial
District

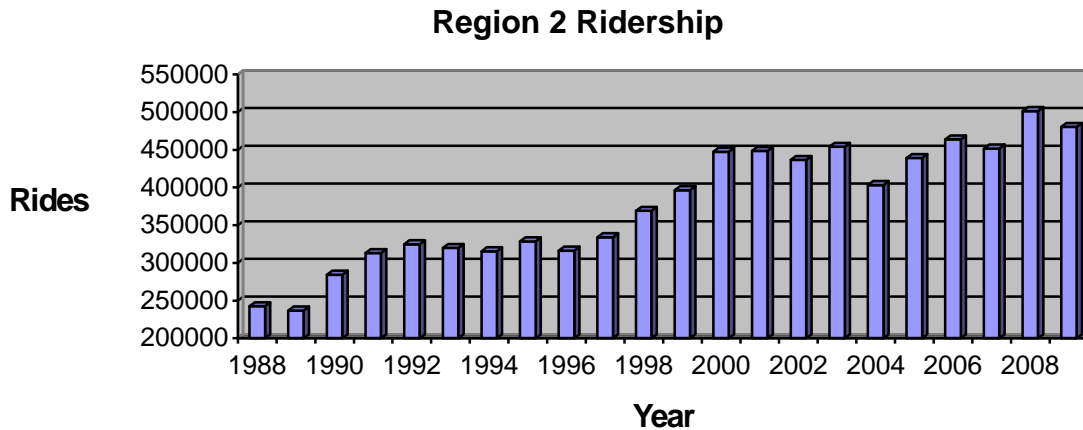
**6th Judicial
District**

17239	0	0	30410	25513	958	35519
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GRAND TOTAL

482	480316	83963	249255	1387446	1308263	84934	2429180
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The following chart illustrates the dramatic increase in Region 2 Transit System ridership over the past 20 years. The drop in ridership from 2003 to 2005 is the result of reductions in services as a result of financial cuts. 2007 showed a slight decrease in ridership of 451,681, down from 463,758 in 2006. However, ridership increased again in 2008, then dipped again slightly in 2009. This could be the result of high gas prices throughout late 2007 and most of 2008, as well as the economic hardships. It could also be assumed that as gas prices eased in 2009, and the economy began to recover, many people went back to driving instead of using public transit. It could also be the result of rising unemployment and/or reduced income.



Mason City Transit

The following is a report of activity of the Mason City Transit System for 2009:

Passengers	200,349
Wheelchair Lift Operations Performed	unknown
Revenue Miles	308,710
Revenue Hours	23,329
Passenger/Revenue/Mile	.65
Passenger/Revenue/Hour	8.58
Average Daily Passenger Carried	786

The above table shows a slight increase in ridership from the previous years in both the *Passengers* and *Average Daily Passenger* carried. Revenue miles also increased from 2008..

Passenger Transportation Rates for Region 2 Transit and Mason City Transit

Region 2 Transit

	<u>Elderly/Disabled/Student</u>	<u>General Public</u>
CITY SERVICE (White ticket) <i>Includes only: Clear Lake, Charles City, Rockford, Algona, Forest City, Lake Mills and Northwood</i>	\$1.00	\$3.00
COUNTY SERVICE (Pink ticket) <i>travel within any county in Region 2</i>	\$2.00	\$4.00
REGIONAL SERVICE (Yellow ticket) <i>Travel from one county within Region 2 to another county within Region 2</i>	\$3.00	\$5.00
EVENING/WEEKEND SERVICE (Orange ticket) <i>Cerro Gordo County ONLY. 6:00 - 10:00 p.m. Monday - Friday; 8:00 a.m. - Noon, Saturday and Sunday</i>	\$2.00	\$4.00

Tickets available at Mason City City Hall, Clear Lake City Hall, Forest City City Hall, Charles City City Hall, Northwood City Hall, Osage Senior Center, Hampton Senior Center, Garner Work Center, Opportunity Village and NIACOG

Mason City Transit

Fixed Route	\$0.50 one-way trip
Children 5 and under	Free
Elderly/Low Income	Discounted fares
Paratransit	\$1.00 one-way trip

Tickets available at Mason City City Hall

Changes / New Services

In October 2006, the Region 2 Transit System went from being an entirely brokered system to hiring drivers, a transit operations manager and dispatchers to provide service for the Mason City Para-Transit service and county-wide service in Cerro Gordo County, which includes the JA/RC service. Region 2 Transit assumed the responsibilities for Cerro Gordo Public Transit, which was previously provided by Opportunity Village in Clear Lake. There have been no major changes since that time.

The City of Mason City Transit Services has not undergone any significant changes in recent years with the management and organization remaining stable. This has not changed since the initial Plan was developed.

Coordination Efforts

The Region 2 Transit System has been coordinating for transportation services for many years now. The arrangement of a brokered system allows for many of the tedious administrative duties to be handled by a single entity. The City of Mason City and Region 2 transit have cooperated in the provision of para-transit service by the utilization of Cerro Gordo Public Transit, a Region 2 Transit System, transit provider.

The Region 2 Transit System has in the past cooperated with the local hospital to provide a vehicle to shuttle employees from the hospital to a parking lot approximately one mile away. This was done at no charge.

Transit coordination efforts made by systems in Iowa have been applauded and modeled by systems from several other states. Region 2 Transit has a rich history of professing and practicing coordination of transit services, as has been evidenced by the sheer number of service contracts, and relationships built and

maintained with numerous federal, state, and local agencies. As Region 2 Transit is a brokered system, many of the passenger transportation providers are human service agencies. Therefore, Region 2 Transit is uniquely positioned to hear immediate feedback, or ways of better service provision. As is the case in most services, lack of funds prevent major initiatives to greatly improve service. Also, some issues can never be solved unless there is a 24/7 service 365 days a year. That is not a feasible option for a rural passenger transportation service like Region 2 Transit, nor is it for the Mason City Transit Service.

One of the more recent cooperation efforts of the Region 2 Transit System was the partnering with Worth County and the Diamond Jo Casino for the purchase of 2 Dodge Sprinter Busses. NIACOG applied for casino funds and the Worth County Board of Supervisors agreed to match the award of Diamond Jo for dedicated Worth County busses. These busses are owned and maintained by Region 2 Transit and operated by Worth County Public Transit and the City of Northwood Public Transit.

Joint Use of Facilities

In October 2005, the North Iowa Area Council of Governments, Region 2 Transit and Mason City Transit moved to a newly constructed facility that houses NIACOG staff, Region 2 administrative staff, dispatching for Cerro Gordo County Transit, bus storage for Cerro Gordo County Transit and the City of Mason City Transit. In this facility is a maintenance/shop area to maintain all vehicles in the Region 2 fleet as well as the Mason City Transit fleet. The addition of this facility provides a significant cost savings and creates much greater efficiencies for the transit systems as well as NIACOG. Funding of the facility was from all three entities based on a prorated share of space.

In 2009, the Region 2 Transit System was awarded funds from the Public Transit Infrastructure Grant (PTIG) program to expand the NIACOG/Region 2 Transit/Mason City Transit facility to add additional office space to the transit area of the facility. This will enable the coordination/communication/dispatch functions to operate more efficiently and cost effectively. Other than this development there have been no changes in the storage facility needs of the two transit systems.

SECTION THREE: Needs and Gap Analysis

Demographic Characteristics

The current population of Region 2 is 133,820 according to the 2000 U.S. Census. The 2000 U.S. Census was used as that is the accepted standard for most government programs. While the Census Bureau does issue estimates on a yearly basis, they are still only estimates. All Region 2 counties have lost population over the past 20 years

POPULATION CHANGE IN COUNTIES: 1980 - 2000

COUNTY	1980 CENSUS	1990 CENSUS	2000 CENSUS	80 - '90 CHANGE	80 - '90 % CHG.	'90 - '00 CHANGE	'90 - '00 % CHG.
CERRO GORDO	48,458	46,733	46,447	-1,725	-3.6%	-286	-0.6%
FLOYD	19,597	17,058	16,900	-2,539	-13.0%	-158	-0.9%
FRANKLIN	13,036	11,364	10,704	-1,672	-12.8%	-660	-5.8%
HANCOCK	13,833	12,638	12,100	-1,195	-8.6%	-538	-4.3%
KOSSUTH	21,891	18,591	17,163	-3,300	-15.1%	-1,428	-7.7%
MITCHELL	12,329	10,928	10,874	-1,401	-11.4%	-54	-0.5%
WINNEBAGO	13,010	12,122	11,723	-888	-6.8%	-399	-3.3%
WORTH	9,075	7,991	7,909	-1,084	-11.9%	-82	-1.0%
REGION TOTAL	151,229	137,425	133,820	-13,804	-0.09	-3,605	-2.62

Source: U.S. Census 2000

Iowa's population increased by nearly 150,000 (5.4 %) between 1990 and 2000. Gains occurred in 554 (58.4 %) of Iowa's incorporated places, 8 (0.8 %) had no change, and the remaining 387 (40.8 %) noted declines. Nearly 8 of every 10 places had changes of less than 100 in either direction. Nearly two-thirds, 617 (65 %) of Iowa's places changed by less than 10 percent between 1990 and 2000, with 343 of these growing, 8 not changing, and 266 declining. Region 2 population as illustrated in the above chart has declined in every county, some more than others. It is expected that this population decline will stabilize in the near future.

Each of the eight Region 2 counties has a "growth center", which is typically the county seat city. The growth center communities are also the central location for the economic development activities that are carried on in each of the county areas, and are home to most of the retail activity as was medical services. These areas also see the majority of transit services.

POPULATION CHANGE IN COUNTY GROWTH CENTERS 1990 - 2000

COUNTY	GROWTH CENTERS	1990	2000	CHANGE	% CHG.
CERRO GORDO	CLEAR LAKE	8,183	8,161	-22	-0.3
	MASON CITY	29,040	29,172	132	0.5
FLOYD	CHARLES CITY	7,878	7,812	-66	-0.8
FRANKLIN	HAMPTON	4,133	4,218	85	2.1
HANCOCK	GARNER	2,916	2,922	6	0.2
KOSSUTH	ALGONA	6,015	5,741	-274	-4.6
MITCHELL	OSAGE	3,439	3,451	12	4.1
WINNEBAGO	FOREST CITY	4,430	4,362	-68	-1.5
WORTH	NORTHWOOD	1,940	2,050	110	5.7
REGION TOTAL:		67,974	67,889	-85	-5.4

Source: U.S. Census

Note that five of the nine Region 2 Growth Centers increased slightly in population and the other four decreased slightly in population.

The birth and death statistics available from 1992 through 1998 indicate that the number of births continues to decline and the number of deaths continues to increase slightly each year in each of the eight counties. Both of these statistics are directly related to the continuing departure of Iowa's well educated youth to better paying positions in other states, and to the continuing increase in the 'older age' population in Iowa. The table below illustrates the increasing elderly population in the State and Region 2. This will most likely increase the need for expanded transit services as many senior citizens are dependent on transit services for their daily needs such as trips to the grocery store or medical appointments.

PERCENTAGE ELDERLY POPULATION 1930 – 2000

COUNTY	1930	1940	1950	1960	1970	1980	1990	2000
CERRO GORDO	5.1	6.3	8.5	10.8	11.8	13.4	15.9	16.7
FLOYD	6.8	8.2	9.9	12.2	12.7	14.4	18.6	18.2
FRANKLIN	4.9	6.8	8.2	11.4	14.8	16.2	19.0	19.5
HANCOCK	4.8	6.4	8.0	10.4	13.6	14.4	17.1	16.9
KOSSUTH	4.8	5.9	7.4	9.1	11.9	14.1	18.0	19.1
MITCHELL	7.6	9.1	11.0	12.2	15.1	17.7	20.8	20.6
WINNEBAGO	5.9	7.3	9.2	11.5	14.1	16.7	18.1	17.9
WORTH COUNTY	5.4	7.2	9.3	11.2	15.3	17.7	19.9	18.4
REGION 2	5.7	6.3	7.8	9.7	11.8	13.4	15.9	16.1
IOWA	6.5	8.0	9.4	10.9	11.4	12.3	14.3	13.9

Source: 2000 Census

The NIACOG region experienced a 92% increase in its minority population over the past decade rising from 2,642 to 5,072. Although when considered as a percentage of the Region's overall population, the 2% increase from 1.9% to 3.8% seems relatively minor. However, many individual communities have been significantly impacted by the changing population. In Franklin County for example, the county's minority population experienced a 4.8% minority population increase with the county seat, Hampton, seeing its Hispanic population of 117 in 1990 increase to 463 in 2000, a 295% increase, or 10% of its population. In a neighboring community, Latimer, the Hispanic population has grown to nearly 20% of the community's 535 population. The expanding Hispanic population may increase the need for Spanish speaking drivers and transit marketing materials.

TOTAL AND MINORITY POPULATION 1990 - 2000

County	1900 Population	Minority Population	Minority Percent	2000 Population	Minority Population	Minority Percent	% Chg.
CERRO GORDO	46,733	1,573	3.4	46,447	2,470	5.3	+1.9
FLOYD	17,058	152	0.9	16,900	434	2.6	+1.7
FRANKLIN	11,364	180	1.6	10,704	704	6.4	+4.8
HANCOCK	12,638	170	1.3	12,100	404	3.3	+2.0
KOSSUTH	18,591	159	0.9	17,163	296	1.7	+0.8
MITCHELL	10,928	69	0.6	10,874	122	1.1	+0.5
WINNEBAGO	12,122	212	1.7	11,723	426	3.6	+1.9
WORTH	7,991	122	1.5	7,909	216	2.7	+1.2
REGION	137,425	2,642	1.9	133,820	5,072	3.8	+1.9

Source: 2000 Census

Poverty in the region is illustrated in the table below. Whether or not existing or expanded transit services would help decrease the number of people in poverty is anyone's guess. One could possibly assume that persons and families in poverty depend on the public transportation services as it is unlikely they could afford a reliable vehicle.

POVERTY RATES

COUNTY	All ages, number in poverty	All ages, % in poverty
CERRO GORDO	4492	10.4
FLOYD	1827	11.4
FRANKLIN	999	9.6
HANCOCK	903	7.8
KOSSUTH	1632	10.3
MITCHELL	1116	10.5
WINNEBAGO	1028	9.5
WORTH	654	8.6
REGION 2	12651	9.8
IOWA	308713	10.8

Source: 2000 Census

POPULATION PROJECTIONS 2000 - 2025 FOR NIACOG REGION 2								% of 25 year loss
(numbers are in thousands)								
COUNTY	2000	2002	2003	2005	2010	2015	2020	
Cerro Gordo	46.4	46.3	46.2	46.1	46.0	45.9	45.9	-0.99
Floyd	16.9	16.8	16.7	16.6	16.5	16.3	16.1	-0.95
Franklin	10.7	10.6	10.6	10.5	10.3	10.2	10.1	-0.93
Hancock	12.1	12.0	12.0	12.0	11.9	11.9	11.8	-0.98
Kossuth	17.1	17.0	16.9	16.7	16.4	16.0	15.7	-0.90
Mitchell	10.9	10.8	10.7	10.7	10.5	10.4	10.3	-0.94
Winnebago	11.7	11.7	11.6	11.6	11.5	11.4	11.4	-0.97
Worth	7.9	7.9	7.8	7.8	7.7	7.7	7.7	-0.97
REGION 2	133.8	133.1	132.5	132.0	130.8	129.8	129.0	-0.96
IOWA	2927.5	2948.6	2960.2	2983.7	3044.8	3114.3	3189.8	1.12

Source: Woods & Poole Economics, Inc.

The table above shows the *Population Projections 2000 – 2025 for NIACOG Region 2* by Woods & Poole Economics, Inc. The projections are not very optimistic for the Region, showing a population loss of approximately 5,400 people by the year 2025, a loss of 4 percent. These population declines affect each of the eight counties in the Region.

In analyzing employment characteristics, transportation may be a factor for persons unemployed or under-employed. If a person can not get to a place of employment or better employment, that person is severely limited in employment options. Transit service can greatly aid in a person's choice of employment. However, transit services are generally run during daytime hours and may not be compatible for employees on second or third shifts. Job Access/Reverse Commute (5316) funding may be a viable option to expand transit services if a need can be shown for the service. Coordinating with major employers in the area will aid in determining the need for expanded services or coordination opportunities.

LABOR FORCE AND EMPLOYMENT RATE

	LABOR	FORCE	NUMBER	EMPL'YD	% COUNTY		% STATE	
COUNTY	1990	1996	1990	1996	1990	1996	1990	1996
CERRO GORDO	25,170	26,760	23,861	25,716	94.8	94.2	95.7	96.4
FLOYD	8,550	7,910	8,097	7,459	94.7	94.3	95.7	96.4
FRANKLIN	5,730	6,030	5,501	5,831	96.0	96.7	95.7	96.4
HANCOCK	6,220	5,530	5,859	5,348	94.2	96.7	95.7	96.4
KOSSUTH	8,830	8,830	8,441	8,503	95.6	96.3	95.7	96.4
MITCHELL	5,150	5,520	4,954	5,376	96.2	97.4	95.7	96.4
WINNEBAGO	6,410	6,870	5,916	6,726	92.3	97.9	95.7	96.4
WORTH	4,030	4,190	3,772	4,035	93.6	96.3	95.7	96.4
REGIONAL TOTAL	70,090	71,640	664,401	68,994	94.7	96.2	95.7	96.4

Source: U.S. Census

Many measures of education are used to describe an area's educational system and workforce. To describe the general adult population however, it is relevant to inventory the educational attainment of residents after their education is largely complete. Iowa has long been known as a state that 'exports' one of its major products... the very well educated young people from the high schools, community colleges, and universities. Graduates from the Iowa schools systems rank among the highest in S.A.T. (Scholastic Achievement Testing) scores nationally. In 1990 the Region 2 counties had a lower proportion of college graduates than the state overall. Recently, there have been several mergers of the smaller school districts in several of the Region 2 counties resulting in increased transportation costs to transport students much farther to schools. This trend is seen to continue.

<p align="center">EDUCATIONAL LEVEL COMPLETED Adults 25 or Older - 1990</p>
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COUNTY	POP.	Less than 9th Grade	High School Graduate	Bachelor's Degree	Grad / Prof. Degree
CERRO GORDO	30,988	2,262	10,799	3,371	1,432
FLOYD	11,371	1,121	4,899	966	422
FRANKLIN	7,783	904	3,042	696	260
HANCOCK	8,252	948	3,237	623	227
KOSSUTH	12,372	1,490	4,988	1,108	354
MITCHELL	7,365	1,089	3,167	637	177
WINNEBAGO	7,895	1,008	2,729	902	205
WORTH	5,471	621	2,131	460	138
Average County %		11.4	39.1	9.2	3.1
Average State %		9.2	38.5	11.7	5.2

Source: U.S. Census / ISU Extension

The above information is provided to better illustrate the characteristics of the RPA 2 Region and the passenger transportation needs in the Region. As the Region is steadily declining in population, it is more difficult to continue to support a public transportation system. The passenger transportation providers generally serve elderly, disabled and student needs.

Evaluation of Passenger Transportation Services (Public Input Concerning Needs)

In April of 2006, RPA 2, in coordination with Region 2 Transit, Mason City Transit and Iowa DOT, held a Mobility Action Planning (MAP) Workshop to discuss regional barriers, needs, and coordination efforts. Numerous representatives from public/semi-public agencies and a few concerned citizens from across the region were in attendance at the initial MAP meeting. As part of the workshop, attendees worked in groups to identify possible solutions to shortfalls in the current transit systems or unmet needs that should be addressed by transit providers. The groups brainstormed action plan ideas including challenges and solutions. Also identified included: who would be in charge of implementing solutions, when the problem solving would start, and how the success would be measured. Listed below are major issues that were identified in the meeting and presented for discussion at later, follow-up meetings of the Transportation Advisory Group.

Unmet needs by category	Challenges	Solutions
Inadequate rural transportation	<ul style="list-style-type: none">• Lack of centralized coordination• Liability to assist others	<ul style="list-style-type: none">• 24/7 centralized dispatch center• master inventory• educate and communicate• Individual contractors• Work with state and private insurance companies on liability• Incentive to get involved
Inadequate urban transportation	<ul style="list-style-type: none">• Availability of drivers 24/7• Expanding routes further out• Express routes• Coordinate schedules	<ul style="list-style-type: none">• Private contractor• Increased staff• Increased dollars• Schedule by demand on off hours• Private contractor• Review what works• Centralized routes• establish routes• market change• Central dispatch

Service within Region 2	<p>Capacity:</p> <ul style="list-style-type: none"> ▪ Number of buses ▪ Number of drivers <p>Funding and Scheduling</p> <p>Communications</p> <p>Geographic size of the region</p> <p>Prioritization</p> <p>Contractual obligations</p>	<ul style="list-style-type: none"> ▪ Use more smaller buses ▪ Volunteer drivers ▪ Flexibility ▪ Use other county's buses while they are in Mason City ▪ Contract with other volunteer groups (such as those at Mercy Medical Ctr) ▪ Pursue legislation to ease liability insurance concerns (Maryland's proposed legislation) ▪ Networking between counties; so they can call-up and access each others' schedules. ▪ Lobby city councils and the state Legislature ▪ Allow other county's residents flexible options ▪ Communications between agencies ▪ Collaboration between service providers <ul style="list-style-type: none"> ▪ Education of <ul style="list-style-type: none"> ✓ Service providers ✓ Agencies ✓ Clients/families <p>Incorporation of ITS technology</p> <ul style="list-style-type: none"> ▪ Share county drivers while in Mason City ▪ Have all counties take the same days off (holidays) ▪ Delays <ul style="list-style-type: none"> ✓ Weather ✓ Mechanical ✓ Medical <p>Communications</p>
Service Between Regions	<p>No coordination with other regions</p> <p>Cost effectiveness</p> <ul style="list-style-type: none"> ▪ Volume of rides ▪ Funding <p>Transportation services to:</p> <ul style="list-style-type: none"> ▪ Iowa City ▪ Mayo Clinic ▪ Waterloo <p>Volunteer drivers—liability concerns</p>	<p>Increase communications and coordination with other transit service providers</p> <p>Service providers call into regional dispatch when a transportation need arises.</p> <p>Set up a shuttle to coordinate all human service agencies' demand for medical trips outside of Region 2; for example, the first Monday of each month-a van will transport all patients desiring to go to Mayo</p> <p>Research and data collection</p>

As can be seen above, the major issues included coordination, communication, funding, scheduling, and cooperation. To clarify coordination, in the context of the transit discussion, some participants felt that if they had known a bus was making a trip to a certain place, they would have utilized it at that time instead of waiting or not utilizing it at all (see comment below). Some issues can be addressed simply, while others are very complicated. They also vary depending on whether the service is an urban fixed route system or a rural demand response system. The issue of schedule sharing can be utilized on some levels in a rural setting if a provider is making the same trip on the same schedule. One comment was, "...had I known the bus would be in town, I would have utilized the service." The problem in this specific instance is that the provider of a demand response system doesn't know when they will be in that particular town which would make it nearly impossible in this case to coordinate so that the passenger could have utilized the service that day. However, better communication between the general public, institutional users and the provider as to how and when the service operates could alleviate some of these challenges. The largest issues differed among the providers and the users with the passenger transportation providers noting challenges with rising costs, driver/bus availability, administrative requirements, good driver qualifications, and accurate route timing. User challenges included limited hours/days of service, and a lack of knowledge of services provided.

In addition to the information provided by the workshop attendees, a Passenger Transportation Services Survey was given to transportation providers as well as health and human service organizations from the NIACOG region and across the state to complete prior to the MAP Workshop. This survey was to gather information on the various services throughout the Region and the State to determine services provided, opportunities for coordination and any gaps in services. Common regional challenges include lack of funding, affordability of services, lack of coordination incentives, and Federal or State regulations

NIACOG representatives were also in attendance at the Statewide MAP Workshop, in which numerous human service and transit organizations shared their success stories or their struggles. Statewide findings are similar to those in NIACOG's regional efforts. A joint consensus was reached that providing safe, efficient, and affordable transportation to those that need it the most should be the main goal in future planning efforts.

The Transportation Advisory Group has met several times since the initial development of the PTP and the MAP Workshop activities and met again for this update. The issues have not changed, nor have any new solutions been proposed. Utilization of ITS was seen as a possible solution to some of the demands on the Regional Transit System. However, upon further investigation, cost estimates and reports from other systems that are trying to utilize the State selected ITS vendor, it was determined that due to the lack of actual operation and extreme cost over runs, the Region 2 Transit System would pursue ITS/Computer aided dispatch through another vendor. It is expected that this approach will produce a better product at far less cost. This demonstrates a commitment to providing the best service in the most cost effective manner.

Another issue that is seen as an impediment to better passenger transportation service is funding. Sources of financial support are limited and for the most part, already committed. Mason City Transit and Region 2 Transit System's funds are already budgeted for bus replacement, capital expenditures or on-going operation expenses. Without new funding, new initiatives can not happen except at the detriment of existing, superior passenger transportation services. Through the ongoing discussions at the TAG meetings, it has been shown that the issues haven't changed much at all, as well as the fact that many of the issues could be solved if there was more funding from other parties.

The new intercity bus route of Jefferson Lines from Mason City to Iowa City with stops along has recently begun. It was hoped that this route would enable trips for medical appointments to Iowa City. However, due

to the scheduling of the busses and trying to coordinate appointments this was not seen as a feasible option for patients that could have utilized this service.

Status of Previously Recommended Projects

Several previously recommended projects have been completed in the past year. As the projects identified have primarily been improved efficiency, fleet replacement, fleet expansion, operations and maintenance and the continuation of the JA/RC project. Stimulus funding was instrumental in the replacement of the Region 2 and Mason City Transit Fleets.

Other Recent Developments

In January 2010, the Region 2 Transit System was awarded funds from the PTIG program for an expansion to the existing NIACOG/Region 2 Transit/Mason City Transit facility to add additional space in the dispatch area.

Service Needs

Service needs in the Region have not changed much over the last several years. The service provided currently is the best possible given current funding limitations. The addition of a maintenance facility for the Region 2 and Mason City Transit has allowed for cost savings on maintenance and repairs as well as being able to extend the life of a fleet that is well beyond it's useful life. The average mileage on the Region 2 fleet is 116,598.5 miles.

Management Needs

Management needs include readily available, skilled drivers. There seems to always be a need for drivers at the regional and municipal level.

Fleet Needs

Fleet needs include replacement as well as expansion vehicles for the Region 2 Transit System as well as Mason City Transit. The Regional Technical Committee and Policy Board of RPA 2 has supported approximately a vehicle per year for the expansion of the Region 2 fleet. In many instances, these vehicles are used to compensate for the lack of funds to replace aged and failing vehicles in the fleet. Not to mention policies that restrict the replacement of vehicles due to other vehicles not meeting mileage thresholds. Some vehicles cannot meet mileage thresholds due to restrictions placed on the vehicles due to their age or mechanical condition. It is not feasible to invest more funds into these vehicles, yet they also can't be replaced. Many of the providers for Region 2 Transit are impacted by the lack of funds and replacement policies as they must continue to repair vehicles or reduce service due to breakdowns or safety concerns.

Facility Needs

Facility needs are currently being met with the expansion of the Joint Transit Facility. There is currently no need for additional facilities at this time.

As can be seen from the above, many things have not changed in the RPA 2 Region concerning passenger transportation service delivery. The recent Stimulus funding was critical to replacing an aging fleet and freeing up maintenance dollars. The main issue of "not enough funding" still exists. The Region 2 Transit System, Mason City Transit, Health and Human Service providers, city and county governments are providing the best and most efficient service possible in the area.

SECTION FOUR: FUNDING

The following is a summary of the possible financial resources available to fund transportation services:

Capital Grants Program (5309)

Section 5309 capital funds are discretionary funds and are for special projects. The annual amount of funding under this program varies from year to year. Section 5309 funds can be used for the acquisition of busses for fleet/service expansion and bus related facilities such as maintenance facilities, transfer facilities, terminals, computers, garage equipment, bus rebuilds, and passenger shelters. All funding is based on Congressional earmarks. Iowa typically receives a statewide earmark; in addition to some transit systems receiving earmarks.

Transportation for Elderly Persons and Persons with Disabilities (5310)

Section 5310 provides formula funds to states for the purpose of assisting private non-profit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these groups of people.

Funds are obligated based on the annual program of projects included in the statewide grant application. The state agency ensures that local applicants and project activities are eligible and in compliance with federal requirements, that private non-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of federally assisted transportation services, assisted by other federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual sub-recipients within the state.

Rural and Small Urban Areas (5311)

Section 5311 funds provide formula funding to states for the purpose of supporting public transportation in areas less than 50,000 populations. It is apportioned in proportion to each state's non-urbanized population. Funds may be used for capital, operating, state administration, and project administration expenses. Each state prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the states, including Indian reservations, and must provide for maximum feasible coordination with transportation services assisted by other Federal sources.

Funds for 5310 and 5311 Programs are commingled at the state level and distributed to the various transit systems around the state. ***The Region 2 Transit System is projected to receive \$697,436 in FY2011, \$736,890 in 2012, \$773,734 in 2013, \$812,421 in 2014, and approximately \$853,042 in 2015. The Mason City Transit Service is projected to receive \$338,005 in 2011, \$348,145 in 2012, \$358,590 in 2013, \$369,347 in 2014 and \$378,816 in 2015.***

Job Access and Reverse Commute Program (JARC) (5316)

The JARC program provides formula funding to states and designated recipients to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, and for reverse commute projects designed to transport residents of urbanized areas to suburban employment opportunities.

Grants may finance capital projects and operating costs of equipment, facilities and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with non-traditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible

low income individuals; and promote use of employer-provided transportation including the transit pass benefit program.

Mason City Transit does not currently utilize 5316 funding. Region 2 Transit utilizes 5316 funding to provide after hours demand response service (6:00 PM – 10:00 PM Monday thru Friday, 8:00 AM – 12:00 PM Saturday) in Cerro Gordo County only. ***Region 2 Transit will submit a Continuation FARC Request for service in FY 2011.***

New Freedoms (5317)

Section 5317 was established as a new program under SAFETEA-LU. The program purpose is to provide new public transportation services and public transportation alternatives beyond those currently required by the Americans with Disabilities Act (ADA). This program establishes a competitive process which can fund capital and operating costs of selected projects.

5317 “Marks” for Mason City Transit was expected to be \$5,372 in 2011, while Region 2 Transit 5317 “Marks” is expected at \$26,189. Even though these are “Marks”, the funding is distributed through a competitive process so these funds are not guaranteed. Neither Region 2 Transit, nor Mason City Transit are using New Freedoms funding at this time. It is possible that future projects will be developed that will utilize New Freedoms funds, these projects will be identified in this document prior to programming of funds.

Surface Transportation Funds (STP)

STP funds have been used by the Region 2 Transit System for expansion vehicles, equipment purchases and facility improvements.

The Region 2 Transit System and Mason City Transit jointly applied for STP funds in RPA 2 to aid in funding the joint use transit facility that now houses Region 2 Transit, NIACOG and the Mason City Transit Fleet.

In the past, the Region 2 Transit System has utilized STP funding for the purchase of expansion vehicles for the fleet. This process has continued as the RPA 2 Technical Committee has seen that funding of expansion Transit vehicles is necessary do to the aging fleet, lack of vehicle replacement funds and policies that require a certain number of miles to be put on vehicles, new or old, that will require thousands of dollars to even make them road worthy. Systems are penalized if all vehicles do not meet certain mileage requirements, by removing replacement vehicles from the list if other vehicles do not meet the mileage thresholds. These requirements force systems to continually spend money on vehicles that should be parked until they can be replaced as they are well past their useful life. It is expected that Region 2 Transit will continue to request funds according to IDOT guidance for vehicle purchase to expand the number of vehicles in the Region 2 fleet.

Public Transit Infrastructure Grants

In 2006, the Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa’s transit systems. Applications are accepted as part of the annual Consolidated Transit Funding Program. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that

number. Also no single system can receive more than 40% of the available infrastructure funding in a given year.

Region 2 Transit requested funds for several projects within the joint Region 2/Mason City transit facility and was awarded \$58,320 in FY07. This project is now completed.

Region 2 Transit recently applied for and was awarded funds for an expansion of the transit dispatch area. This project will provide additional space for dispatchers.

Intercity Bus Assistance

Jefferson Lines applied to the Iowa Department of Transportation and was successful in receiving a grant through the Iowa Intercity Bus Assistance Program. This grant was used in the past to enable Jefferson Lines, the Region 2 Transit System and the communities to define and promote the existing services of intercity/feeder connections. The grant also funded the development of a “Iowa Travel Information Center” that provides toll free travel information on all Iowa intercity travel and connecting Region 2 Transit service. The development of this service was marketed through a variety of means including printed materials.

More recently Jefferson Lines, in the Region 2 area, and other bus lines throughout the state were awarded funds to expand services to other areas. It was hoped that this service could be utilized for medical trips to Iowa City.

In meeting with staff from Jefferson Lines, it became obvious that this new service would not be conducive to transporting patients to medical appointments in Iowa City. The service would require an overnight stay. Scheduling and bus transfers were also seen as major obstacles.

Iowa Clean Air Attainment Program (ICAAP)

This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Because Iowa does not have any area in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STP funds can be used on the same 80% federal, 20% non-federal basis.

In Iowa, funds are programmed for highway or transit projects through a statewide application process based on the project's anticipated air quality or congestion relief benefits. Applications are due the first business day of October for projects to begin the following federal fiscal year. Project selections are determined in February. When ICAAP funds are programmed for transit projects, funding is transferred from FHWA to FTA for administration through the statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

State Transit Assistance (STA)

STA funding is derived from the use tax on the sale of motor vehicles. Funds can be used either for transit capital improvements or operations to support a transit program at local discretion. The FY10 projection for Region 2 Transit is \$379,884. Mason City Transit's projection is \$219,677.

STA Special Projects

Each year up to \$300,000 of the total STA funds are set aside to fund “special projects.” These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

Coordination Special Projects

Considered an “immediate opportunity” program by the Iowa DOT, meaning that these funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Operating projects may be for up to a two-year duration, with maximum STA participation of 80% of net project cost in the first year and 50% of net project cost in the second year. Capital project may have maximum 80% STA share. Priority is given to projects which include a contribution from human service agencies as well.

A major component of the state-wide Special Projects is a program of transit training fellowships that parallels the RTAP fellowship program described previously. The STA fellowship program focuses on training costs for Iowa’s large urban transit systems and metropolitan planning organizations that are not eligible under RTAP.

The statewide project funds can also be used on statewide transit marketing and projects exploring new transit technologies. The administrative rules provide flexibility for use of the funding.

If not needed for special projects, the money set aside for that purpose may be moved back into the STA formula program for distribution to all systems.

Capital Match Revolving Loan Fund (AMOCO Loan)

The capital match revolving loan fund was created by the Iowa Legislature in the early 1980’s with funds from Iowa’s share of the federal government’s petroleum overcharge settlement against the American Oil Company (Amoco.) The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa Department of Natural Resources (DNR). All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects.

The program allows “no interest” loans to transit systems, which the transit system uses towards the required local match on a federally-funded capital project, paying it back over a negotiated time period as local funds become available. The loan can be used to temporarily fund the entire local match on capital equipment projects or 50% of the required non-federal match on facility projects. Loan recipients may be required to report project energy savings annually to OPT until the loan is repaid.

A project is eligible if it is a transit capital project that is approved for federal funding. The project should be targeted at energy savings.

Advertising Revenues

Sale of on-board advertising or advertising space in brochures, etc., can provide some additional revenues to the transit program.

Transit Levies

Municipalities are allowed under Iowa Code to levy taxes for transit service. As shown in the table below, well over \$2,000,000 could be raised if all of the municipalities in the Region were to levy at the fullest extent allowed by law. Of the cities listed, only the City of Northwood and the City of Charles City actually utilize this levy to fund transit services in their cities. For the 2009 tax year, the City of Northwood generates \$5,000, while the City of Charles City generates \$95,157. Many City Councils do not see it as an option to levy a tax that is perceived to only benefit a few, those being the users of the systems. The marketing effort as described as one of the goals of this PTP could be an avenue to educating cities about the benefits of the transit system and justification of the levy, as well as increasing ridership.

Potential Value of Municipal Transit Levy Allowed by Iowa Code in the Region 2 Area			
City Name	Taxable Value	Taxable Value/\$1000	Levy
CLEAR LAKE	\$341,718,808	\$341,719	\$324,633
DOUGHERTY	\$735,437	\$735	\$699
MASON CITY	\$956,192,905	\$956,193	\$908,383
MESERVEY	\$3,132,160	\$3,132	\$2,976
PLYMOUTH	\$7,513,561	\$7,514	\$7,138
ROCK FALLS	\$4,389,569	\$4,390	\$4,170
ROCKWELL	\$22,464,189	\$22,464	\$21,341
SWALEDALE	\$2,408,188	\$2,408	\$2,288
THORNTON	\$8,122,865	\$8,123	\$7,717
VENTURA	\$36,256,616	\$36,257	\$34,444
CHARLES CITY	\$178,264,166	\$178,264	\$169,351
COLWELL	\$1,201,569	\$1,202	\$1,141
FLOYD	\$5,882,376	\$5,882	\$5,588
MARBLE ROCK	\$6,059,183	\$6,059	\$5,756
NORA SPRINGS	\$26,132,043	\$26,132	\$24,825
ROCKFORD	\$15,286,450	\$15,286	\$14,522
RUDD	\$8,518,264	\$8,518	\$8,092
ALEXANDER	\$2,095,675	\$2,096	\$1,991
COULTER	\$3,366,430	\$3,366	\$3,198
GENEVA	\$2,626,309	\$2,626	\$2,495
HAMPTON	\$94,756,225	\$94,756	\$90,018
HANSELL	\$1,126,345	\$1,126	\$1,070
LATIMER	\$8,264,286	\$8,264	\$7,851
POPEJOY	\$618,664	\$619	\$588
SHEFFIELD	\$26,733,334	\$26,733	\$25,397
BRITT	\$41,695,317	\$41,695	\$39,611
CORWITH	\$3,801,613	\$3,802	\$3,612
CRYSTAL LAKE	\$3,442,928	\$3,443	\$3,271
GARNER	\$76,601,936	\$76,602	\$72,772
GOODELL	\$1,696,722	\$1,697	\$1,612

KANAWHA	\$14,976,494	\$14,976	\$14,228
KLEMME	\$9,017,545	\$9,018	\$8,567
WODEN	\$4,398,470	\$4,398	\$4,179
ALGONA	\$172,861,845	\$172,862	\$164,219
BANCROFT	\$10,018,780	\$10,019	\$9,518
BURT	\$5,015,253	\$5,015	\$4,764
FENTON	\$2,883,495	\$2,883	\$2,739
LAKOTA	\$2,252,415	\$2,252	\$2,140
LEDYARD	\$2,022,687	\$2,023	\$1,922
LONE ROCK	\$2,348,010	\$2,348	\$2,231
LUVERNE	\$4,139,138	\$4,139	\$3,932
SWEA CITY	\$8,563,901	\$8,564	\$8,136
TITONKA	\$6,005,444	\$6,005	\$5,705
WESLEY	\$8,468,307	\$8,468	\$8,045
WHITTEMORE	\$8,157,137	\$8,157	\$7,749
CARPENTER	\$1,446,534	\$1,447	\$1,374
MCINTIRE	\$739,765	\$740	\$703
MITCHELL	\$1,893,703	\$1,894	\$1,799
ORCHARD	\$656,095	\$656	\$623
OSAGE	\$66,760,783	\$66,761	\$63,423
RICEVILLE	\$12,929,357	\$12,929	\$12,283
ST ANSGAR	\$29,870,596	\$29,871	\$28,377
STACYVILLE	\$8,540,833	\$8,541	\$8,114
BUFFALO CENTER	\$15,206,770	\$15,207	\$14,446
FOREST CITY	\$112,838,926	\$112,839	\$107,197
LAKE MILLS	\$35,957,870	\$35,958	\$34,160
LELAND	\$4,360,193	\$4,360	\$4,142
RAKE	\$6,040,840	\$6,041	\$5,739
SCARVILLE	\$995,944	\$996	\$946
THOMPSON	\$10,089,928	\$10,090	\$9,585
FERTILE	\$5,484,197	\$5,484	\$5,210
GRAFTON	\$4,666,237	\$4,666	\$4,433
HANLONTOWN	\$3,749,697	\$3,750	\$3,562
JOICE	\$5,909,982	\$5,910	\$5,614
KENSETT	\$4,255,130	\$4,255	\$4,042
MANLY	\$21,662,083	\$21,662	\$20,579
NORTHWOOD	\$44,252,028	\$44,252	\$42,039
REGION TOTAL			\$2,423,013.52

Health and Human Service Programs

It may be possible to use other funding sources besides Department of Transportation/Federal Transit programs to fund transportation projects. Other federal and state programs allow funds to be used for transportation services. Many of these are already utilized by the passenger transportation service providers on an individual client basis as well as through allocations from agencies to the providers including the Mason City and Region 2 Transit systems.

Department of Education

- Assistance for Education of All Children with Disabilities

Department of Health and Human Services — Administration for Children and Families

- Community Services Block Grant Program
- Head Start
- Social Services Block Grants
- State Councils on Development Disabilities and Protection & Advocacy Systems
- Temporary Assistance for Needy Families
- Promoting Safe and Stable Families Program
- Development Disabilities Project of National Significance
- Refugee and Entrant Assistance Discretionary Grants
- Refugee and Entrant Assistance State Administered Programs
- Refugee and Entrant Assistance Targeted Assistance
- Refugee and Entrant Assistance Voluntary Agency Program

Administration on Aging

- Grants for Supportive Services and Senior Centers
- Programs for American Indian, Alaskan Native, and Native Hawaiian Elders

Centers for Medicare and Medicaid

- Medicaid
- State Children's Health Insurance Program

Health Resources and Services Administration

- Community Health Centers
- Healthy Communities Program
- HJV Care Formula
- Rural Health Care Network
- Rural Health Care Outreach Program
- Healthy Start Initiative
- Maternal and Child Services Grants
- Ryan White CARE Act Program

Substance Abuse Mental Health Service Administration

- Community Mental Health Service Block Grant

Department of Housing and Urban Development Office of Community Planning and Development

- Community Development Block Grant

Both the Region 2 Transit System and Mason City Transit utilize funds from the above programs, but are not able to quantify for the purposes of the Plan.

SECTION FIVE: Recommended Projects

The following pages outline the goals and projects developed to address what was described as a gap or need in SECTION THREE- Needs and Gap Analysis.

The Mason City Transit System and the Region 2 Transit System annually develop a four year program for operations, vehicle replacements, expansion and repairs. The following is the four-year TIP of Region 2 and Mason City Transit Systems. A fifth year would include many of the same projects as the majority of the items included for the TIP are vehicle replacements and operating funds.

Region 2 Transit

Fund Type	Recipient	Description of Project	Vehicle ID		Type Proj	TOTAL ESTIMATED COST					FEDERAL PARTICIPATION					2011 STA
						2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	
5311/ STA	NIARTS	General Operations / Maintenance/ Administration				\$1,776,829	\$1,870,347	\$1,963,864	\$2,062,057	\$2,187,287	\$697,436	\$736,890	\$773,734	\$812,421	\$853,042	\$385,386
5309	NIARTS	Light Duty Bus (176" wb) Diesel	N008	C	REP	\$82,000					\$68,060					
5309		Light Duty Bus (176" wb) Diesel	N009	C	REP	\$82,000					\$68,060					
5309		Light Duty Bus (176" wb) Diesel	G010	C	REP	\$82,000					\$68,060					
5309		Light Duty Bus (176" wb) Diesel	8005	C	REP	\$82,000					\$68,060					
5309		Light Duty Bus (176" wb) Diesel	U001	C	REP	\$82,000					\$68,060					
5309		Light Duty Bus (176" wb) Diesel	D051	C	REP	\$82,000					\$68,060					
5309		Light Duty Bus (176" wb) Diesel	J003	C	REP	\$82,000					\$68,060					
5309		Light Duty Bus (176" wb) Diesel	7001	C	REP	\$82,000					\$68,060					
5309		Light Duty Bus (176" wb) Diesel	D050	C	REP	\$82,000					\$68,060					
5309		Associated Capital Maintenance		C	ACM	\$40,000					\$32,000					
3037	NIARTS	Continue JARC Program		O		\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	
		Light Duty Bus (158" wb) Diesel	G012				\$77,000					\$63,910				
		Light Duty Bus (158" wb) Diesel	2003				\$77,000					\$63,910				
		Light Duty Bus (158" wb) Diesel	N011				\$77,000					\$63,910				
		Light Duty Bus (158" wb) Diesel	M005				\$77,000					\$63,910				
		Light Duty Bus (158" wb) Diesel	D055				\$77,000					\$63,910				
		Light Duty Bus (158" wb) Diesel	D056				\$77,000					\$63,910				
		Light Duty Bus (158" wb) Diesel	U002				\$77,000					\$63,910				
		Light Duty Bus (158" wb) Diesel	W004				\$77,000					\$63,910				

	Light Duty Bus (176" wb) Diesel	D058				\$82,000					\$68,060				
	Light Duty Bus (176" wb) Diesel	30				\$82,000					\$68,060				
	Light Duty Bus (158" wb) Diesel	D053					\$77,000				\$63,910				
	Light Duty Bus (158" wb) Diesel	D054					\$77,000				\$63,910				
	Light Duty Bus (158" wb) Diesel	D052					\$77,000				\$63,910				
	Light Duty Bus (158" wb) Diesel	D057					\$77,000				\$63,910				
	Light Duty Bus (176" wb) Diesel	J004					\$82,000				\$68,060				
	Light Duty Bus (176" wb) Diesel	D059					\$82,000				\$68,060				
	Light Duty Bus (176" wb) Diesel	D062					\$82,000				\$68,060				
	Light Duty Bus (158" wb) Diesel	2005					\$77,000				\$63,910				
	Light Duty Bus (158" wb) Diesel	S019					\$77,000				\$63,910				
	Light Duty Bus (158" wb) Diesel	2006					\$77,000				\$63,910				
	Light Duty Bus (176" wb) Diesel	D061						\$82,000				\$68,060			
	Light Duty Bus (176" wb) Diesel	D060						\$82,000				\$68,060			
	Light Duty Bus (176" wb) Diesel	2004						\$82,000				\$68,060			
	Light Duty Bus (158" wb) Diesel	S017						\$77,000				\$63,910			
	Light Duty Bus (158" wb) Diesel	N012						\$77,000				\$63,910			
	Light Duty Bus (158" wb) Diesel	N013						\$77,000				\$63,910			
	Light Duty Bus (158" wb) Diesel	D065							\$77,000				\$63,910		
	Light Duty Bus (158" wb) Diesel	N014							\$77,000				\$63,910		
	Light Duty Bus (158" wb) Diesel	9008							\$77,000				\$63,910		
	Light Duty Bus (158" wb) Diesel	S020							\$77,000				\$63,910		
	Light Duty Bus (158" wb) Diesel	G016							\$77,000				\$63,910		
	TOTAL				\$2,614,829	\$2,710,347	\$2,808,864	\$ 2,599,057	\$2,632,287	\$1,371,976	\$1,414,290	\$1,455,284	\$1,238,331	\$1,202,592	\$385,386

Transit Element - Mason City
Transit

Fund Type	Recipient	Description of Project	Vehicle		Type	TOTAL ESTIMATED COST					FEDERAL PARTICIPATION					2011
			ID	Exp	Proj	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	STA
5311		General Operations/Main tenance/Adminis tration		O		\$772,440	\$795,613	\$819,842	\$844,066	\$866,856	\$338,005	\$348,145	\$358,590	\$369,347	\$378,816	\$222,637
5309		One Diesel ADA/LD Bus (176" wb) Urban Config	36	C		\$93,000					\$77,190					
5309		One Diesel ADA/LD Bus (176" wb) Urban Config	37	C		\$93,000					\$77,190					
5309		One Diesel ADA/LD Bus (176" wb) Urban Config	31	C			\$93,000				\$77,190					
5309		One Diesel ADA/LD Bus (176" wb) Urban Config	39	C			\$93,000				\$77,190					
5309		One Diesel ADA/LD Bus (176" wb) Urban Config	40	C				\$93,000					\$77,190			
5309		One Diesel ADA/LD Bus (176" wb) Urban Config	41	C				\$93,000					\$77,190			
5309		One Diesel ADA/LD Bus (176" wb) Urban Config	43	C					\$93,000					\$77,190		
5309		One Diesel ADA/LD Bus (176" wb) Urban Config	44	C						\$93,000					\$77,190	
		TOTAL				\$958,440	\$981,613	\$1,005,842		\$959,856	\$492,385	\$502,525	\$512,970	\$446,537	\$456,006	\$222,637
5311	NIACOG	Region 2 RPA Transportation/T ransit Planning		P		\$37,408					\$29,926					

The above programmed projects identify the Operations/Maintenance/Administration, equipment and fleet needs to operate the Region 2 and Mason City Transit systems, as well as expected federal and state funding at the current levels.

The vehicles identified and programmed for replacement will enable the two fleets to remove aged vehicles from the fleet thereby reducing maintenance expenses, with which the savings could be used to initiate expanded services. As the current funding levels sit, the transit services as well as any other providers cannot expand their services due to lack of funds.

Beyond the above programmed projects the RPA 2 TAG has identified several goals and action to pursue to continually improve the passenger transportation service in the RPA 2 Region. Some of these goals identify projects listed in the above TIP and some are more general policy type goals. As Region 2 Transit is a brokered service with Human Service agencies operating the transit services, the above programmed projects as well as the Goals and Actions stated below will also impact them and their bottom lines.

Goal: Provide Quality Public Transit Operation through Region 2 Transit

Action: Region 2 Transit's mission is to provide safe, dependable, and efficient public transit services for all citizens within its service area in a manner that will help them maintain and improve their quality of life. This will be accomplished by continued operation of the system to the most effective and efficient level as possible, by utilizing funding sources for projects listed in the aforementioned TIP page.

Partners and Resources: Region 2 Transit, FTA, IDOT/FTA, local funds and contract revenue.

Goal: Upgrade and Maintain Region 2 Transit Fleet (SEE FY2011-FY2014 TIP)

Action: Region 2 Transit plans to replace approximately 12 to 14 vehicles per year. However due to lack of funding is generally only able to replace 2 to 4 vehicles per year. An increase in federal funding will enable Region 2 Transit to maintain a bus replacement schedule according to FTA/IDOT guidelines. This will be accomplished by utilizing funding sources for projects listed in the aforementioned TIP page.

Partners and Resources: Region 2 Transit, FTA, IDOT/FTA, local funds, private funds and contract revenue.

Goal: Expand the Region 2 Transit Fleet to meet demands of clients.

Action: Region 2 Transit will annually request STP funds to purchase expansion vehicles. Region 2 Transit submitted STP applications for FY11 for 2 expansion vehicles. This project will be completed in FY 2010 instead of FY 2011.

Partners and Resources: Region 2 Transit, RPA 2 Technical Committee, RPA 2 Policy Board, FHWA, FTA, IDOT, local funds, private funds and contract revenue.

Goal: Centralize and Coordinate Dispatch Capabilities.

Action: Presently, Region 2 Transit is upgrading its own custom built program, to be able to create reporting, accounting and vehicle maintenance functions in conjunction with improved dispatch capabilities. The expansion of the dispatch area will further enhance the coordination, administration, and dispatch capabilities for the Regional Transit system and it's various human service providers.

Partners and Resources: Region 2 Transit, FTA, IDOT, local funds.

Goal: Upgrade and Maintain the North Iowa Joint Use Transit Facility

Action: Region 2 Transit and Mason City Transit will continually upgrade and maintain the transit facility.

Partners and Resources: Region 2 Transit, Mason City Transit, FTA, IDOT, local funds, RIIF, STP, 5309.

GOAL: Upgrade and Maintain Mason City Transit Fleet

Action: Mason City Transit plans to replace approximately 2 vehicles per year depending upon the availability of federal grant funds and local matching funds. The table below is the basis for the FY10-FY13 TIP.

Mason City Transit

Vehicle: Model Year/Body Manufacturer/ Model	Fleet ID	No. of Seats/ Wheelchairs	Vehicle Equipment	Previously Rehabbed	Mileage as of 6/30/09	Current FY 2010	Proposed Work			
							FY2011	FY2012	FY2013	FY2014
1997 Ford Supreme	31	21 / 2	L, MR, F	No	141,056	150,450	Rep			
2000 Ford El Dorado	36	21 / 2	L, MR, F	No	139,450	151,471	Rep			
2003 Ford Champion	37	18 / 2	L, MR, F	No	119,530	138,387		Rep		
2004 Ford Champion	39	18 / 2	L, MR, F	No	87,657	109,939		Rep		
2006 Ford Supreme	40	18 / 2	L, MR, F	No	93,047	99,599			Rep	
2006 Ford Supreme	41	18 / 2	L, MR, F	No	72,981	92,987			Rep	
2006 Ford Supreme	43	18 / 2	L, MR, F	No	59,577	78,811				Rep
2009 Ford Eldorado	44	18 / 2	L, MR, F	No	-	562				Rep

Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;
MDT = Mobile Data Terminal/Computer; SC = Security Camera
Type of Improvement: REP = Replace; REHAB = Rehabilitate

CAPITAL IMPROVEMENT PROGRAM

Mason City Transit										
Vehicle Type	Seats/ Wheelchairs			Type Purchase	Needs Reference	*Pending Projects	Acquisition Year/Programmed Costs			
							FY 2011	FY 2012	FY 2013	FY 2014
176"LD	21	/	2	Rep	36		\$98,000			
176"LD	18	/	2	Rep	37		\$98,000			
176"LD	21	/	2	Rep	31			\$98,000		
176"LD	18	/	2	Rep	39			\$98,000		
176"LD	18	/	2	Rep	40				\$98,000	
176"LD	18	/	2	Rep	41				\$98,000	
176"LD	18		2	Rep	43					\$98,000
176"LD	18	/	2	Rep	44					\$98,000
Total							\$196,000	\$196,000	\$196,000	\$196,000

Purchase Types: Rep. = Replacement; Rehab. = Rehabilitation; Exp. = Expansion

Needs Reference: Fleet ID# of vehicle to be replaced or rehabilitated; or name of proposed new service(s) if expansion.

Description	Needs Reference	*Pending Projects	Acquisition Year/Programmed Costs			
			FY 2011	FY 2012	FY 2013	FY 2014
	Totals					

Capital Expenses	FY 2010	FY 2011	FY 2012	FY 2013
1. Vehicles	\$196,000	\$196,000	\$196,000	\$196,000
2. Vehicle Equipment				
3. Non-Vehicle Equipment				
4. Real Estate (Buildings)				
5. Other				
Total	\$311,622	\$190,000	\$261,622	\$190,000

SKETCH PLAN – YEARS 2, 3, &4

<u>Provider Name</u>	<u>Project Description</u>	<u>Type</u>	<u>Total Cost</u>	<u>Anticipated Sources</u>
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Projects anticipated as candidates for FTA or STA funding:

Mason City Transit	LED Signage	CAP	\$21,000	5311	
Mason City Transit	On Bus Video Cameras	CAP	\$52,821	5311	

GOAL: Increase Awareness of Public Transit

Action: Continue to promote and market the public transit system.

Marketing Mason City Transit and Region 2 Transit has been an ongoing effort. Marketing efforts have included: brochures, NIACOG newsletter articles, community visits, community service meeting presentations, newspaper ads, Mason City newsletter and website, yellow page listings and the internet. Arguably, some of these efforts have proven more fruitful than others. But the need for continued marketing and promotion of the system continues.

Partners and Resources: Mason City Transit, Region 2 Transit and NIACOG staff (newsletter and website), Region 2 TAG, IDOT, IPTA, RSVP, local media, community service organizations, health and human services organizations and providers.

Action: Communication

Mason City Transit and Region 2 Transit need to communicate the availability of the public transit service to those who may need or want to utilize it. And users need to communicate their needs. Generally, these people are the elderly and those with special needs, but others can utilize and benefit from the system. These groups or organizations may include: care centers, schools, congregate meal sites, major employers or major retailers. While the message may be clear, the message needs to be delivered to the proper potential user groups.

Partners and Resources: Mason City Transit, Region 2 Transit, NIACOG staff, Region 2 TAG, local media, community service organizations, health and human services organizations and providers.

Goal: Affordable Passenger Transit Service and Funding

Action: Educate Financial Partners about the Need for Adequate Funding for Passenger Transit Service

Funding is critical for adequate delivery of passenger transportation services; whether this service is provided by public transit or through another provider. Education of legislators regarding the importance of passenger transportation is the key. Also the implementation of policies that are not detrimental to the Mason City or Region 2 Transit service.

Partners and Resources: IDOT, IPTA, Federal and State Legislators, County and City Governments, Elderbridge Agency on Aging and United Way.

Action: Increase Efficiency

Increased efficiency will allow for better delivery of service. Combining trips both internally and working to develop a system that will allow for the combination of trips externally will improve efficiency and coordination.

Partners and Resources: Mason City Transit, Region 2 Transit, NIACOG staff, IDOT, Region 2 TAG, and passenger transportation providers.

Goal: Retain and Recruit Quality Drivers

Action: Retain Quality Drivers

Safe, honest, dependable and insurable drivers are at times difficult to find and retain. Financial incentives, benefits and flexibility are all pieces of compensation packages that will assist in the recruitment and retention of drivers. Driver training programs and education are ongoing and should be combined with other agencies when at all possible. These efforts will provide for better and more efficient training.

Partners and Resources: Mason City Transit, Region 2 Transit, NIACOG, IDOT, School Districts, and transportation providers.

Action: Develop a Private Volunteer Driver Program

Training, licensing, time requirements, insurance, liability and a high level of responsibility make it difficult to find volunteers for transit. The agencies listed below could provide guidance and assistance to help various agencies develop volunteer driver pools.

Partners and Resources: Mason City Transit, Region 2 Transit, NIACOG, IDOT, and transportation providers, Insurance Companies.

Goal: Provide Additional After Hours Service

Action: Evaluate the Need for Expanded Public Transit and After Hours Service

Based on input from MAP Workshop attendees and continuing through additional TAG meetings, many feel that the services is not accommodating to passengers in the evening hours. Budget restraints and fewer riders make it hard to justify a dedicated service. Local cab companies provide service after the regular transit service, albeit at a much higher cost. After hours and evening service is complicated due to the small number of rides that can be provided combined with the high cost of having a vehicle and driver available. If Mason City Transit and/or Region 2 Transit could partner with other agencies to share the expense of the service, it may be feasible to provide this service.

Partners and Resources: Mason City Transit, Region 2 Transit, Local governments, human service agencies, employers.

Update: Region 2 Transit has met with officials from Kraft/General Foods and Kelly Services about the needs they have for additional services with Region 2 Transit's JA/RC program. We are presently developing a schedule that will offer service in the early morning hours to get employees to work before their 6:00 a.m. shift time.

Goal: Increase Availability of Services

Action: Explore Creation of an "Express Route" in Mason City.

Participants in Region 2 TAG meetings indicated and interest in an express route between the west side of Mason City to various shopping/retail and medical destinations in the heart of Mason City. Several comments were that many people don't want to ride the regular route due to the time, but if there was an express route, they would be more inclined to utilize the service.

Partners and Resources: Mason City Transit, Region 2 Transit, nursing homes, retailers.

Action: Explore Creation of Medical Service to Iowa City. Provide weekly, monthly or, quarterly transit service for medical trips to Iowa City by coordinating with the area nursing homes, medical clinics, social service organizations and local governments.

Partners and Resources: Region 2 Transit, Elderbridge, United Way, nursing homes, medical clinics, social service organization and local governments.

Update: The new route of Jefferson Lines offers bus service between Mason City and Iowa City. The buses on this route will stop in Charles City, Waverly, Waterloo/Cedar Falls, Urbana and Cedar Rapids. It was hoped that through coordination, the service could be helpful for those who need to travel to University Hospitals in Iowa City for medical appointments. After further investigation, it was deemed that this would not be feasible for some patients including those with disabilities.

Region 2 Transit has investigated the costs of providing this service and has communicated with other services throughout the state that have provided the service. It was found that ridership varies greatly from the services as well as within each service. Sometimes there is one passenger, other times there could be six passengers. Region 2 will continue to pursue developing a service such as this, but it appears there will need to be additional outside and long-term funding for this program to be successful and feasible.

Goal: Increase Passenger Transportation Coordination

Action: Coordination of transit service has always been a high priority for Region 2 Transit and Mason City Transit as has been evidenced by the cooperation shown in the Joint Transit Facility and Region 2 Transit providing para-transit services in Mason City. Further coordination with the United Way, Elderbridge, social service agencies and local governments have been successful, further efforts can and should be pursued. The Region 2 TAG will formulate and promote transit coordination efforts.

Partners and Resources: Region 2 Transit, Mason City Transit, RPA 2 TAG, NIACOG

Action: Full utilization of vehicles would increase efficiency in passenger transportation. Capital vehicle purchases are extremely expensive and these units need to be utilized as much as possible. Buses and vans at elderly care facilities, workshops, or other entities that provide less than a few rides per week or travel less than a few thousand miles a month or year are inefficient. Coordination or management of these units by Region 2 Transit would increase the utilization of these vehicles, provide increased transportation opportunities and coordination and likely reduce costs.

Partners and Resources: Region 2 Transit, Elderly Care facilities, Elderbridge

Appendix

PASSENGER TRANSPORTATION PROVIDER FACT SHEET

Data current as of		February 5, 2009	
		(Date)	
1. Provider Name:	Region 2 Transit System		
Relationship to Transit System: <input checked="" type="checkbox"/> Designated Public Transit System <input type="checkbox"/> Provide services for Designated System <input type="checkbox"/> Purchases services from Designated System <input type="checkbox"/> None			
Contact Person	Kevin Kramer	Telephone Number	641-423-0491
2. General description of Passenger Transportation Operations:			
a. Type of service(s): Demand - response			
b. Groups served: General Public			
c. Service area: Region 2 Planning District			
d. Service hours and days of operation:			
Monday through Friday		6a - 10 p	
Saturday		8a - 12 p	
Sundays and holidays		8a - 12 p	
e. Number of employees involved in your passenger transportation:			
	Full-time	Part-time	Volunteers
Administrative	25		
Maintenance	12		
Drivers	364		
f. Receive governmental (public) funding? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			

3. Cost to individual passenger:		Elderly/Disabled/Student		General Public	
CITY SERVICE (White ticket) Includes only: Clear Lake, Charles City, Rockford, Algona, Forest City, Lake Mills and Northwood		\$1.00		\$3.00	
COUNTY SERVICE (Pink ticket) travel within any county in Region 2		\$2.00		\$4.00	
REGIONAL SERVICE (Yellow ticket) Travel from one county within Region 2 to another county within Region 2		\$3.00		\$5.00	
EVENING/WEEKEND SERVICE (Orange ticket) Cerro Gordo County ONLY. 6:00 - 10:00 p.m. Monday - Friday; 8:00 a.m. - Noon, Saturday and Sunday		\$2.00		\$4.00	
4. Vehicle fleet:					
Number of vehicles:		Buses:	84	Vans:	7
Station Wagons:	0	Sedans:	0	Other:	
Number of vehicles with:	Wheelchair Lifts/Ramps:		89		
	Two-way Radios/Phones:		89		
Performance:	(Last Year) from:	<u>7/1/08</u>	(Current Year) from:	<u>7/1/09</u>	
	to:	<u>6/30/09</u>	to:	<u>6/30/10</u>	
	Actual		Projected		
Operating:					
Passengers	481958		495000		
Wheelchair Lift Operations Performed					
Revenue Miles	1286278		1258062		
Revenue Hours	84861		88878		
Average Daily Passengers Carred	1853		1903		
Financial:					
Operating Expenses	2402153		2455772		
Operating Revenues	2402153		2455772		
Capital Expenses	190000		1575000		

Covers the period from:

to:

6. Other information:

FLEET UTILIZATION ANALYSIS

INTENT: If someone is proposing to add fleet, this form can be used to inventory what vehicles are currently available and then assist in determining if any new fleet is needed.

Transportation Provider:	Region 2 Transit System		
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See Attached

FLEET REPLACEMENT / REHABILITATION SCHEDULE

See Attached

RECOMMENDED PROJECTS – YEARS 1 – 4

This form is not intended to be a survey tool but to use to inventory information for the planning process.

<u>Provider Name</u>	<u>Project Description</u>	<u>Type</u>	<u>Estimated Cost</u>	<u>Proposed Funding</u> (List all anticipated sources)		* Priority
				<u>Potential Source</u>	<u>Amount</u>	

Projects recommended as candidates for FTA or STA funding:

NIARTS	Operating Assistance 11	O	1394872	5311	697436	1
	Operating Assistance 11	O	1394872	STA	385386	2
	Operating Assistance 12	O	1464615	5311	732307	3
	Operating Assistamce 12	O	1464615	STA	404655	4
	Operating Assistance 13	O	1537845	5311	768922	5
	Operating Assistance 13	O	1537845	STA	424887	6
	Operating Assistance 14	O	1614737	5311	807368	7
	Operating Assistance 14	O	1614737	STA	446131	8
NIARTS	Rollingstock 11	C	987952	5309	820000	1
	Rollingstock 12	C	1037349	5309	861000	2
	Rollingstock 13	C	1089216	5309	904049	3
	Rollingstock 14	C	1143676	5309	949251	4
	ACM	C	64000	5309	32000	3

Projects recommended as candidates for human services or other funding:

NIARTS	Cerro Gordo JARC11	O	60000	5316	30000	1
	Cerro Gordo JARC12	O	60000	5316	30000	2
	Cerro Gordo JARC13	O	60000	5316	30000	3
	Cerro Gordo JARC14	O	60000	5316	30000	4

Note: for FTA/STA projects, projects for sub-providers to designated public transit systems must be grouped by designated transit system(s)

Project Type Codes: **O** = Operations, **C** = Capital, **P** = Planning

Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom

STA Programs: STA-F = State Transit Formula, STA-S = State Transit Special Projects, PTIG = Public Transit Infrastructure Grant.

HHS Programs: HS = Head Start, OAA = Older Americans Act, etc., WTF = Welfare to Work
IaDHS Programs:

* - Priority Code: H (High), M (Medium), or L (Low).

REGION 2 TRANSIT FLEET INVENTORY

ID	Description	Equipment Type	Vehicle Class Size	ADA Comp Liant	Odometer Read Date	Odometer Reading
30	1996 Ford Supreme	LDB	176	Y	7/1/2009	247044
38	2004 Ford/Champion 138wb ADA Light Duty Bus	LDB	138	Y	7/1/2009	106196
42	2006 FORD SUPREME	LDB	158	Y	7/1/2009	75655
2003	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	212674
2004	2005 Ford/Supreme	LDB	176	Y	7/1/2009	93434
2005	2001 Standard Mini Van	MV		N	7/1/2009	185046
2006	2001 Standard Mini Van	MV		N	7/1/2009	194744
7001	1998 Chevy Freedom One	MV		Y	7/1/2009	144489
8005	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	326644
8006	2007 Sprinter Paratransit	LDB	158	Y	7/1/2009	38766
8007	2007 Sprinter Paratransit	LDB	158	Y	7/1/2009	50777
9006	2006 Ford F-250 Pick up truck 4x4	MPT		N	7/1/2009	17515
9008	2006 Ford/Supreme	LDB	138	Y	7/1/2009	65287
9009	2005 4 Wheel Drive Utility Tractor	T		N	7/1/2009	210
9010	2008 Ford/Eldorado	LDB	158	Y	7/1/2009	6908
9011	2008 Ford/Eldorado	LDB	158	Y	7/1/2009	13771
9012	2008 Ford/Eldorado Aerotech	LDB	176	Y	7/1/2009	8825
9013	1999 DODGE	MPT		N	7/1/2009	47303
9014	2009 Ford / Eldorado	LDB	176	Y	10/12/2009	532
9015	2008 Ford/Supreme	LDB	176	Y	11/9/2009	14601
A001	1998 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	192091
A002	2006 Ford/Supreme	LDB	138	Y	7/1/2009	33682
A003	2009 Ford/Eldorado	LDB	158	Y	7/1/2009	2014
B010	2007 Ford/Eldorado	LDB	176	Y	7/1/2009	80888
B011	2009 Ford / Eldorado 176" LD ADA bus	LDB	176	Y	7/14/2009	550
D049	1998 Ford Econoline	SV		N	7/1/2009	100930
D050	1998 Ford Econoline	SV		N	7/1/2009	88962
D051	1998 Ford Econoline	SV		N	7/1/2009	124004
D052	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	60406
D053	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	65904
D054	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	62937
D055	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	134081
D056	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	110554
D057	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	58829
D058	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	86446
D059	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2009	121119
D060	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2009	36408
D061	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2009	56598
D062	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2009	66489
D063	2005 Ford/Supreme	LDB	176	Y	7/1/2009	23296
D064	2005 Ford/Supreme	LDB	158	Y	7/1/2009	9476
D065	2005 Ford/Supreme	LDB	158	Y	7/1/2009	63006
D066	2006 Ford / Supreme Light Duty Bus - Diesel	LDB	158	Y	7/1/2009	7765
D067	2007 Ford/Eldorado	LDB	176	Y	7/1/2009	5855
D068	2007 Ford/Eldorado	LDB	176	Y	7/1/2009	11116
D069	2007 Ford/Eldorado	LDB	158	Y	7/1/2009	24070

D070	2007 Ford/EIDorado	LDB	158	Y	7/1/2009	6782
D071	2007 Ford/EIDorado	LDB	158	Y	7/1/2009	7282
D072	2007 Ford/EIDorado	LDB	158	Y	7/1/2009	3943
D073	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	535
D074	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	1106
D075	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	541
D076	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	550
D077	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	509
D078	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	522
D079	2009 Ford / ElDorado	LDB	176	Y	10/12/2009	550
D080	2009 Ford / ElDorado	LDB	176	Y	10/12/2009	520
F006	2009 Ford / ElDorado 158" LD ADA bus	LDB	158	Y	7/15/2009	550
F007	2009 Ford/EIDorado	LDB	176	Y	8/18/2009	526
G010	1998 Ford Econoline	SV		N	8/19/2009	172692
G012	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	219117
G013	2004 Ford Eldorado Aerotech	LDB	176	Y	7/1/2009	164124
G015	2005 Ford/Supreme	LDB	158	Y	7/1/2009	40463
G016	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2009	50677
G017	2009 Ford Eldorado	LDB	158	Y	7/1/2009	540
G018	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	550
J003	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	296365
J004	2005 Ford/Supreme	LDB	176	Y	7/1/2009	186428
J005	2009 Ford / ElDorado 176" LD ADA bus	LDB	176	Y	7/14/2009	525
M005	2001 Ford Supreme bus	LDB	138	Y	7/1/2009	133988
N008	1996 Ford ElDorado Aerolite	LDB	138	Y	7/1/2009	360018
N009	1996 Ford ElDorado Aerolite	LDB	138	Y	7/30/2009	314249
N011	2002 Ford Edorado Aerolite	LDB	138	Y	7/1/2009	188682
N012	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2009	99085
N013	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2009	84786
N014	2006 Ford/Supreme	LDB	138	Y	7/1/2009	69292
N015	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	535
N016	2009 Ford / ElDorado	LDB	176	Y	10/12/2009	525
P001	2005 Ford / Supreme 138" LD Bus - Diesel	LDB	138	Y	7/1/2009	10630
S017	1996 Ford ElDorado Aerolite	LDB	138	Y	7/1/2009	207818
S019	2000 Ford Supreme - part of Contingency Fleet 10-5-09	LDB	138	Y	7/1/2009	112088
S020	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2009	51052
S021	2005 Ford / Supreme Light Duty Bus - Diesel	LDB	138	Y	7/1/2009	50210
S022	2006 Ford/Supreme	LDB	138	Y	7/1/2009	48054
S023	2009 Ford E450 / ElDorado Aerolite	LDB	176	Y	9/9/2009	518
S024	2009 Ford / ElDorado	LDB	176	Y	10/12/2009	523
U001	1996 Ford Windstar	MV		Y	7/1/2009	70672
U002	2001 Ford Spreme bus	LDB	138	Y	7/1/2009	64988
W004	2002 Ford Eldorado Aerolite	LDB	138	Y	7/1/2009	74982

REGION 2 FLEET REPLACEMENT SCHEDULE
FLEET REPLACEMENT SCHEDULE
REGION 2 Transit System

FLEET ID	DESCRIPTION	EQUIPMENT	CLASS SIZE	REPLACE YEAR
N008	1996 Ford Eldorado Aerolite	LDB	138	2011
N009	1996 Ford Eldorado Aerolite	LDB	138	2011
G010	1998 Ford Econoline	SV		2011
8005	2002 Ford Eldorado Aerolite	LDB	138	2011
U001	1996 Ford Windstar	MV		2011
D051	1998 Ford Econoline	SV		2011
J003	2002 Ford Eldorado Aerolite	LDB	138	2011
7001	1998 Chevy Freedom One	MV		2011
D049	1998 Ford Econoline	SV		2011
D050	1998 Ford Econoline	SV		2011
G012	2002 Ford Eldorado Aerolite	LDB	138	2012
2003	2002 Ford Eldorado Aerolite	LDB	138	2012
N011	2002 Ford Eldorado Aerolite	LDB	138	2012
M005	2001 Ford Supreme bus	LDB	138	2012
D055	2002 Ford Eldorado Aerolite	LDB	138	2012
D056	2002 Ford Eldorado Aerolite	LDB	138	2012
U002	2001 Ford Supreme bus	LDB	138	2012
W004	2002 Ford Eldorado Aerolite	LDB	138	2012
D058	2002 Ford Eldorado Aerolite	LDB	138	2012
30	1996 Ford Supreme	LDB	176	2012
D053	2002 Ford Eldorado Aerolite	LDB	138	2013
D054	2002 Ford Eldorado Aerolite	LDB	138	2013
D052	2002 Ford Eldorado Aerolite	LDB	138	2013
D057	2002 Ford Eldorado Aerolite	LDB	138	2013
J004	2005 Ford/Supreme	LDB	176	2013
D059	2004 Ford Eldorado Aerotech	LDB	176	2013
D062	2004 Ford Eldorado Aerotech	LDB	176	2013
2005	2001 Standard Mini Van	MV		2013
S019	2000 Ford Supreme - part of Contingency Fleet 10-5-09	LDB	138	2013
2006	2001 Standard Mini Van	MV		2013
D061	2004 Ford Eldorado Aerotech	LDB	176	2014
D060	2004 Ford Eldorado Aerotech	LDB	176	2014
2004	2005 Ford/Supreme	LDB	176	2014
S017	1996 Ford Eldorado Aerolite	LDB	138	2014
N012	2005 Ford/Supreme	LDB	138	2014
N013	2005 Ford/Supreme	LDB	138	2014
D065	2005 Ford/Supreme	LDB	158	2014
N014	2006 Ford/Supreme	LDB	138	2014
9008	2006 Ford/Supreme	LDB	138	2014
S020	2005 Ford/Supreme	LDB	138	2014
G016	2005 Ford/Supreme	LDB	138	2014
S021	2005 Ford/Supreme	LDB	138	2015
G015	2005 Ford/Supreme	LDB	158	2015
S022	2006 Ford/Supreme	LDB	138	2015
D063	2005 Ford/Supreme	LDB	176	2015
A002	2006 Ford/Supreme	LDB	138	2015
B010	2007 Ford/Eldorado	LDB	176	2015
F006	2009 Ford / Eldorado 158" LD ADA bus	LDB	158	2015
P001	2005 Ford/Supreme	LDB	138	2015
D064	2005 Ford/Supreme	LDB	158	2015
D066	2005 Ford/Supreme	LDB	158	2015
9015	2008 Ford/Supreme	LDB	176	2016
D069	2007 Ford/Eldorado	LDB	158	2016
8007	2007 Sprinter Paratransit	LDB	158	2016

D068	2007 Ford/EIDorado	LDB	176	2016
D071	2007 Ford/EIDorado	LDB	158	2016
D070	2007 Ford/EIDorado	LDB	158	2016
D067	2007 Ford/EIDorado	LDB	176	2016
8006	2007 Sprinter Paratransit	LDB	158	2016
D072	2007 Ford/EIDorado	LDB	158	2016
9011	2008 Ford/Eldorado	LDB	158	2016
9010	2008 Ford/Eldorado	LDB	158	2017
9012	2008 Ford/EIDorado Aerotech	LDB	176	2017
A003	2009 Ford/EIDorado	LDB	158	2017
G017	2009 Ford Eldorado	LDB	158	2017
D078	2009 Ford E450 / EIDorado Aerolite	LDB	176	2017
D076	2009 Ford E450 / EIDorado Aerolite	LDB	176	2017
F007	2009 Ford/EIDorado	LDB	176	2017
D075	2009 Ford E450 / EIDorado Aerolite	LDB	176	2017
D073	2009 Ford E450 / EIDorado Aerolite	LDB	176	2017
J005	2009 Ford / EIDorado 176" LD ADA bus	LDB	176	2017
D079	2009 Ford / EIDorado	LDB	176	2018
B011	2009 Ford / EIDorado 176" LD ADA bus	LDB	176	2018
9014	2009 Ford / EIDorado	LDB	176	2018
S024	2009 Ford / EIDorado	LDB	176	2018
N015	2009 Ford E450 / EIDorado Aerolite	LDB	176	2018
D074	2009 Ford E450 / EIDorado Aerolite	LDB	176	2018
G018	2009 Ford E450 / EIDorado Aerolite	LDB	176	2018
D080	2009 Ford / EIDorado	LDB	176	2018
N016	2009 Ford / EIDorado	LDB	176	2018

REGION 2 TRANSIT FLEET UTILIZATION ANALYSIS

FLEET UTILIZATION ANALYSIS

Region 2 Transit System

Year	Body	Chassis	ID#	Seat Cap	Service Type	Hrs/Wk	Used Evg/Wknd	Proj. Ann Miles
2002	FORD	ELDORADO	2003	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	2004	21/2	GP	40	Yes	10000
1996	FORD	SUPREME	30	21/2	GP	40	Yes	10000
2004	FORD	CHAMPION	38	11/2	GP	40	Yes	10000
2006	FORD	SUPREME	42	16/4	GP	40	Yes	10000
1998	CHEVROLET	FREEDOM ONE	7001	4/1	GP	40	Yes	10000
2002	FORD	ELDORADO	8005	12/2	GP	40	Yes	10000
2007	DODGE	SPRINTER	8006	12/2	GP	40	Yes	10000
2007	DODGE	SPRINTER	8007	12/2	GP	40	Yes	10000
2006	FORD	SUPREME	9008	12/2	GP	40	Yes	10000
2007	FORD	ELDORADO	9010	16/3	GP	40	Yes	10000
2007	FORD	ELDORADO	9011	16/3	GP	40	Yes	10000
2008	FORD	ELDORADO	9012	18/2	GP	40	Yes	10000
2009	FORD	ELDORADO	9014	18/3	GP	40	Yes	10000
2008	FORD	SUPREME	9015	19/2	GP	40	Yes	10000
1998	FORD	ELDORADO	A001	12/2	GP	40	Yes	10000
2006	FORD	SUPREME	A002	10/2	GP	40	Yes	10000
2007	FORD	ELDORADO	B010	16/2	GP	40	Yes	10000
2009	FORD	ELDORADO	B011	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	B012	18/3	GP	40	Yes	10000
1998	FORD	FORD	D049	14/0	GP	40	Yes	10000
1998	FORD	FORD	D050	14/0	GP	40	Yes	10000
1998	FORD	FORD	D051	14/0	GP	40	Yes	10000
2002	FORD	ELDORADO	D052	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D053	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D054	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D055	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D056	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D057	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	D058	12/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D059	21/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D060	21/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D061	21/2	GP	40	Yes	10000
2004	FORD	ELDORADO	D062	21/2	GP	40	Yes	10000
2005	FORD	SUPREME	D063	21/2	GP	40	Yes	10000
2005	FORD	SUPREME	D064	17/2	GP	40	Yes	10000
2005	FORD	SUPREME	D065	17/2	GP	40	Yes	10000
2006	FORD	SUPREME	D066	17/5	GP	40	Yes	10000
2007	FORD	ELDORADO	D067	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D068	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D069	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D070	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D071	16/4	GP	40	Yes	10000
2007	FORD	ELDORADO	D072	16/4	GP	40	Yes	10000
2009	FORD	ELDORADO	D073	18/3	GP	40	Yes	10000

2009	FORD	ELDORADO	D074	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D075	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D076	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D077	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D078	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D079	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	D080	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	F006	14/2	GP	40	Yes	10000
1998	FORD	FORD	G010	14/0	GP	40	Yes	10000
2002	FORD	ELDORADO	G012	12/2	GP	40	Yes	10000
2004	FORD	ELDORADO	G013	20/2	GP	40	Yes	10000
2006	FORD	SUPREME	G015	17/5	GP	40	Yes	10000
2005	FORD	SUPREME	G016	10/2	GP	40	Yes	10000
2009	FORD	ELDORADO	G017	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	G018	18/3	GP	40	Yes	10000
2002	FORD	ELDORADO	J003	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	J004	21/2	GP	40	Yes	10000
2009	FORD	ELDORADO	J005	18/3	GP	40	Yes	10000
2001	FORD	SUPREME	M005	12/2	GP	40	Yes	10000
1996	FORD	ELDORADO	N008	12/2	GP	40	Yes	10000
1996	FORD	ELDORADO	N009	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	N011	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	N012	10/2	GP	40	Yes	10000
2005	FORD	SUPREME	N013	10/2	GP	40	Yes	10000
2006	FORD	SUPREME	N014	10/2	GP	40	Yes	10000
2009	FORD	ELDORADO	N015	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	N016	18/3	GP	40	Yes	10000
2005	FORD	SUPREME	P001	10/2	GP	40	Yes	10000
1996	FORD	ELDORADO	S017	11/4	GP	40	Yes	10000
2000	FORD	SUPREME	S019	12/2	GP	40	Yes	10000
2005	FORD	SUPREME	S020	10/2	GP	40	Yes	10000
2005	FORD	SUPREME	S021	10/2	GP	40	Yes	10000
2006	FORD	SUPREME	S022	10/2	GP	40	Yes	10000
2009	FORD	ELDORADO	S023	18/3	GP	40	Yes	10000
2009	FORD	ELDORADO	S024	18/3	GP	40	Yes	10000
1996	FORD	FREEDOM ONE	U001	6/2	GP	40	Yes	10000
2001	FORD	SUPREME	U002	12/2	GP	40	Yes	10000
2002	FORD	ELDORADO	W004	12/2	GP	40	Yes	10000

PASSENGER TRANSPORTATION PROVIDER FACT SHEET

Data current as of February 4, 2009
(Date)

1. Provider Name: Mason City Public Transit System

Relationship to Transit System: ☒ Designated Public Transit System ☐ Provide services for Designated System
☐ Purchases services from Designated System ☐ None

Contact Person: Pat Otto Telephone Number: 641-421-3616

2. General description of Passenger Transportation Operations:

d. Type of service(s):
Fixed Route and Paratransit

e. Groups served:
Public

f. Service area:
City limits of Mason City

d. Service hours and days of operation:

Monday through Friday 6:30 AM. - 6:00 PM

Saturday N/A

Sundays and holidays N/A

e. Number of employees involved in your passenger transportation:

	Full-time	Part-time	Volunteers
Administrative	1	1	0
Maintenance	0	0	0
Drivers	0	15	0

g. Receive governmental (public) funding?

☒ Yes ☐ No

3. Cost to individual passenger: \$.50

4. Vehicle fleet:

Number of vehicles:	Buses:	12	Vans:	0	
Station	0	Sedans:	0	Other:	0
Wagons:					
Number of vehicles with:	Wheelchair Lifts/Ramps:		12		
	Two-way Radios/Phones:		12		

5. Performance: (Last Year) 7/1/08 (Current Year) from: 7/1/09
 from: 6/30/09 to: 6/30/10

	Actual	Projected
Operating:		
Passengers	<u>200,349</u>	<u>204,350</u>
Wheelchair Lift Operations Performed	<u>Unknown</u>	<u>Unknown</u>
Revenue Miles	<u>308,710</u>	<u>310,000</u>
Revenue Hours	<u>25329</u>	<u>25329</u>
Average Daily Passengers Carried	<u>786</u>	<u>801</u>
Financial:		
Operating Expenses	<u>690,609</u>	<u>711,327</u>
Operating Revenues	<u>690,609</u>	<u>711,327</u>
Capital Expenses	<u>311,836</u>	<u>40,000</u>

Covers the period from: July 1, 2008 to: 6/30/09

6. Other information:

FLEET UTILIZATION ANALYSIS

INTENT: If someone is proposing to add fleet, this form can be used to inventory what vehicles are currently available and then assist in determining if any new fleet is needed.

Transportation Provider: _____

For 35 Systems Only

Vehicle: Model Year and Body Manufacturer	Fleet ID	No. of Seats/ Wheelchair spaces	Base Location (where is it housed?)	What type of service is it performing?	No. of Hours Per Week Used	Is it Used Evg/Wknd ?	Projected Annual Miles
Example: 1996 El Dorado Aerotech	157	20 / 3	Story City	HS	35	Evg	347,528
		/					
		/					
		/					
		/					
		/					
		/					
		/					
		/					
		/					
		/					
		/					
		/					

Service Type: HS = Head Start

FLEET REPLACEMENT / REHABILITATION SCHEDULE

Transportation Provider: Mason City Public Transit

Vehicle: Model Year/Body Manufacturer/ Model	Fleet ID	No. of Seats/ Wheelchair spaces	Vehicle Equipment (see codes below)	Mileage as of today –	Curre nt FY 20 10	Proposed Work			
						FY 2011 2014	FY 2012	FY 2013	FY
Example: 1996 El Dorado	157	20 / 3	L; MR; F; SC	279,633	Rep	X			
2000 Ford ElDorado	36	21 / 2	L; MR; F	151,471	Rep	X			
2003 Ford Champion	37	18 / 2	L; MR; F	138,387	Rep	X			
1997 Ford Supreme	31	21 / 2	L; MR; F	150,450	Rep		X		
2006 Ford Supreme	39	18 / 2	L; MR; F	109,939	Rep		X		
2006 Ford Supreme	40	18 / 2	L; MR; F	99,599	Rep			X	
2006 Ford Supreme	41	18 / 2	L; MR; F	92,987	Rep			X	
2006 Ford Supreme	43	18 / 2	L; MR; F	78,811	Rep				X
2009 Ford ElDorado	44	18 / 2	L; MR: F	562	Rep				X
		/							
		/							

Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;
MDT = Mobile Data Terminal/Computer; SC = Security Camera
Type of Improvement: REP = Replace; REHAB = Rehabilitate

RECOMMENDED PROJECTS – YEARS 1 – 4

This form is not intended to be a survey tool but to use to inventory information for the planning process.

Priority

Amount

Projects recommended as candidates for FTA or STA funding:

[illegible]

Projects recommended as candidates for human services or other funding:

Note: for FTA/STA projects, projects for sub-providers to designated public transit systems must be grouped by designated transit system(s)

Project Type Codes: **O** = Operations, **C** = Capital, **P** = Planning

Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom

STA Programs: STA-F = State Transit Formula, STA-S = State Transit Special Projects, PTIG = Public Transit Infrastructure Grant.

HHS Programs: HS = Head Start, OAA = Older Americans Act, etc., WTF = Welfare to Work

laDHS Programs:

FLEET REPLACEMENT / REHABILITATION SCHEDULE

Transportation Provider: Mason City Transit

Vehicle: Model Year/Body Manufacturer/ Model	Fleet ID	No. of Seats/ Wheelchairs	Vehicle Equipment	Previously Rehabbed	Mileage as of 6/30/09	Current FY 2010	Proposed Work			
							FY2011	FY2012	FY2013	FY2014
1997 Ford Supreme	31	21 / 2	L, MR, F	No	141,056	150,450	Rep			
2000 Ford El Dorado	36	21 / 2	L, MR, F	No	139,450	151,471	Rep			
2003 Ford Champion	37	18 / 2	L, MR, F	No	119,530	138,387		Rep		
2004 Ford Champion	39	18 / 2	L, MR, F	No	87,657	109,939		Rep		
2006 Ford Supreme	40	18 / 2	L, MR, F	No	93,047	99,599			Rep	
2006 Ford Supreme	41	18 / 2	L, MR, F	No	72,981	92,987			Rep	
2006 Ford Supreme	43	18 / 2	L, MR, F	No	59,577	78,811				Rep
2009 Ford Eldorado	44	18 / 2	L, MR, F	No	-	562				Rep

Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;
 MDT = Mobile Data Terminal/Computer; SC = Security Camera
 Type of Improvement: REP = Replace; REHAB = Rehabilitate

CAPITAL IMPROVEMENT PROGRAM

Mason City Transit										
Transportation Provider:										
Vehicle Type	Seats/ Wheelchairs			Type Purchase	Needs Reference	*Pending Projects	Acquisition Year/Programmed Costs			
	FY 2011	FY 2012	FY 2013				FY 2014			
176"LD	21	/	2	Rep	36		\$98,000			
176"LD	18	/	2	Rep	37		\$98,000			
176"LD	21	/	2	Rep	31			\$98,000		
176"LD	18	/	2	Rep	39			\$98,000		
176"LD	18	/	2	Rep	40				\$98,000	
176"LD	18	/	2	Rep	41				\$98,000	
176"LD	18		2	Rep	43					\$98,000
176"LD	18	/	2	Rep	44					\$98,000
Total							\$196,000	\$196,000	\$196,000	\$196,000

Purchase Types: Rep. = Replacement; Rehab. = Rehabilitation; Exp. = Expansion

Needs Reference: Fleet ID# of vehicle to be replaced or rehabilitated; or name of proposed new service(s) if expansion.

Description	Needs Reference	*Pending Projects	Acquisition Year/Programmed Costs			
			FY 2011	FY 2012	FY 2013	FY 2014
	Totals					

Capital Expenses	FY 2010	FY 2011	FY 2012	FY 2013
1. Vehicles	\$196,000	\$196,000	\$196,000	\$196,000
2. Vehicle Equipment				
3. Non-Vehicle Equipment				
4. Real Estate (Buildings)				
5. Other				
Total	\$311,622	\$190,000	\$261,622	\$190,000

SKETCH PLAN – YEARS 2, 3, &4

<u>Provider Name</u>	<u>Project Description</u>	<u>Type</u>	<u>Total Cost</u>	<u>Anticipated Sources</u>
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Projects anticipated as candidates for FTA or STA funding:

Mason City Transit	LED Signage	CAP	\$21,000	5311	
Mason City Transit	On Bus Video Cameras	CAP	\$52,821	5311	

Fleet Utilization Analysis

Transportation
Provider:

Mason City Transit

Date Prepared: Feb. 2010

Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	No. of Seats/ Wheelchairs	Base Location	Assignments	No. of Hours Per Week Used	Is it Used Evg/Wknd ?	Projected Annual Miles
1996 Ford Supreme	31	21 / 2	Mason City	Fixed Route	55	No	10,000
2000 Ford El Dorado	36	21 / 2	Mason City	Fixed Route	55	No	10,000
2003 Ford Champion	37	18 / 2	Mason City	Fixed Route	55	No	10,000
2004 Ford Champion	38	12 / 2	Mason City	Para-Transit	?	No	10,000
2005 Ford Supreme	39	18 / 2	Mason City	Fixed Route	55	No	10,000
2005 Ford Supreme	40	18 / 2	Mason City	Fixed Route	55	No	10,000
2005 Ford Supreme	41	18 / 2	Mason City	Fixed Route	55	No	10,000
2006 Ford Startrans	42	16 / 6	Mason City	Para-Transit	?	No	10,000
2006 Ford Startrans	43	18 / 2	Mason City	Fixed Route	550	No	10,000

Minutes
January 28, 2010
TAG Meeting

Attendees:

Shirley Stephen, Cerro Gordo Public Health
John Severtson, Opportunity Village

Kevin Kramer, Region 2 Transit
Pat Otto, Mason City Transit
Chris Diggins, NIACOG

The meeting was opened at 10:00 AM.

Diggins reviewed the presentation from Jefferson Lines from the previous meeting. All agreed that the new service would not be conducive to the needs in this Region. Diggins stated Marshall town and Ames were doing medical trips to Iowa City with varied success. The issue was starting the service with several or many riders, agencies or persons relying on the service, than ridership being dropping to one, or two people per trip which would make the service uneconomical. It was stated that Krysillis and Opportunity Village do transport to Iowa City. Further review of this potential services will take place.

Pat Otto of Mason City Transit discussed how the Council may want to combine routes to save money. This will decrease service as well s formula funding and in the end probably result in less revenue for approximately the same expense.

Shrinking budgets will most likely have an impact on services at least in the near future.

Here was discussion of what funding is out there. John Severtson says Opportunity Village get funding for transportation of their clients from some programs while others do not provide funds. Opportunity Village has looked at expanding their transportation services for clients in the evening, but lack of use ended the services.

Diggins again presented the final PTP from last year. Participants were asked to review and provide any updates, changes, potential projects, etc. Most agreed nothing has changed in the last several years and that when something “pops” up the services are able to respond well. There were no new projects suggested and no offer of new funding to pursue identified past projects.

With that, Diggins stated he would make the updates necessary to the PTP regarding vehicle replacements, FTA, STA and any “marks” that changed. It was the consensus of the committee to submit the draft 2011 PTP with any necessary changes.

With no other items to discuss, the meeting adjourned at 11:50 AM.

Chris Diggins
Local Assistance Director